

18 JANUARY 1973 15p

TASMAN - MONTE PROSPECTS - GULF-MIRAGE PLANS

# AUTOSPORT

*1972 Interserie and 2-litre racing reviewed*







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# AUTOSPORT

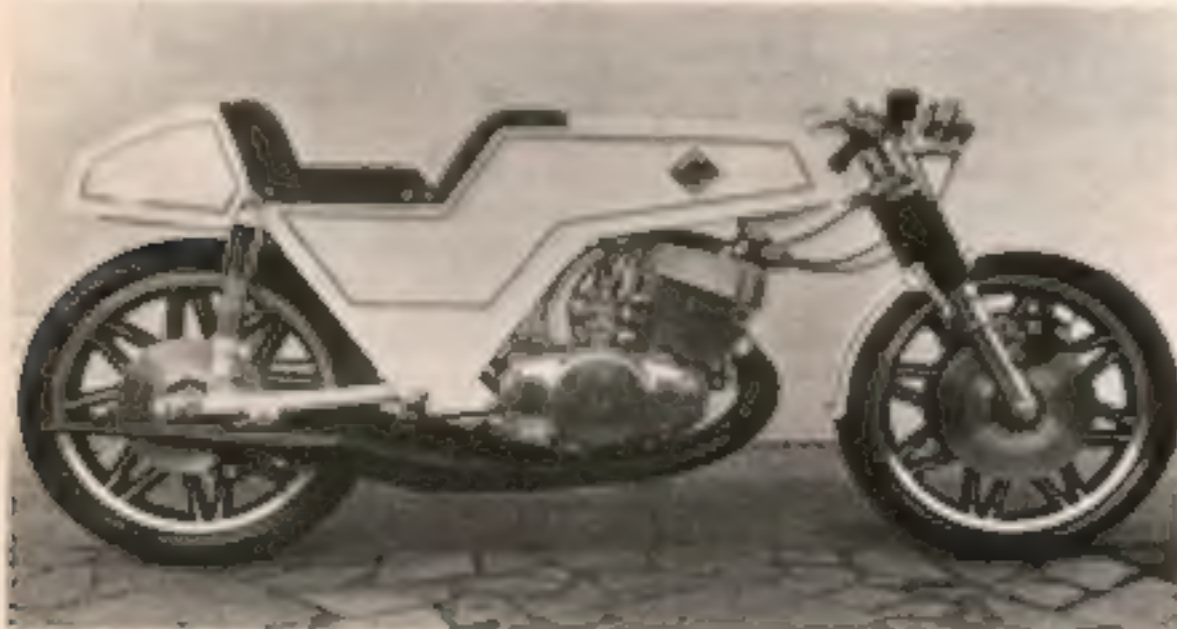
BRITAIN'S MOTOR SPORTING WEEKLY

18 January, 1973 Volume 60, Number 3

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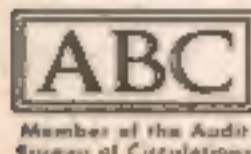
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The bike that Brabham built. Colin Seeley's 500 cc Suzuki racer, with monocoque constructed by the MRD F1 team.



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AUTOSPORT, JANUARY 18, 1973

## EDITORIAL

### Peace formula?

The interesting financial proposals worked out to overcome the difficulties surrounding the Formula 2 race meeting at Mallory Park on March 11 bear close scrutiny. In an atmosphere of all words and little action, the constructive suggestions will be hopefully studied by all interested in the sport's welfare.

Briefly, the organisers are guaranteeing £4000 in practice money, with £500 to the fastest and £100 to the slowest. From the gate receipts they will then take a similar amount to cover their own expenses and running costs, and any profit above that figure will be split between the entrants (60 per cent) and organisers (40 per cent). The onus is then on everyone involved to work towards the sell-out crowd that is always optimistically anticipated. Only because the event isn't a "basic" one in the European F2 Championship—and is thus devoid of the concurrent money wrangles in which the F2 Association and race organisers are involved—the idea has a chance of working. As the event is of limited importance from an overall championship point of view, entrants can opt out of it if they don't like the financial remuneration arrangements. With only 20 cars allowed to start, there will surely be no shortage of takers for this, the first international race of the European season.

There can be quiet optimism for the formula's success, although its acceptability by some constructors is obviously in doubt. Most of them are too involved in preparing their cars for the event to worry about parading them around the streets of Leicester or Market Harborough. Their commercial sponsors may be able to twist their radius rods up their backs, but there is perhaps a degree of truth in the theory that the inclination on the part of the entrants is also lacking.

But it is within everyone's interest—organisers, entrants, spectators and motor racing in general—that a good crowd goes to Mallory Park. The more there are, the richer will be the promoters and the entrants. For their part the organisers have arranged for Radio Luxembourg sponsorship, and all the publicity that will entail. F2 in Britain, never over-supported by the public, has always attracted a good crowd at the opening Mallory event, and the prospects for 1973 look good.

The workings of this democratic plan will be carefully studied in the weeks running up to March 11 for the extra promotion work, and at the event itself to discover its acceptability by the entrants. If all goes well, could the idea not be copied in other non-championship events and even in the basic rounds? And why not, too, a similar scheme to cover the still unresolved differences between the Formula 1 constructors and organisers?

#### our cover picture

Porsche stranglehold; 1972 Interserie was dominated by Porsche, and Leo Kinnunen (seen here winning at Silverstone) claimed the overall title. Porsche seem set to repeat their Interserie domination this year. 1972 review, page 25.

Photo: Peter Burn



# Pit and Paddock

## Hailwood joins Gulf Racing

Gulf Research Racing have at last confirmed their drivers for the 1973 effort in sports car racing. Regular driver Derek Bell is to be joined by Howden Ganley, Mike Hailwood and John Watson.

Two V8 Cosworth-engined cars and a V12 Weslake-powered car—fully described in a feature starting on page 28 of this issue—will be sent to the opening round at Daytona next month. Two cars are scheduled to compete in all Manufacturers' Championship rounds except the Targa Florio. "If we go there," commented Gulf's competitions director, John Wyer, "it will be

with one car, and that will be a V8."

John Horsman, GRR's managing director, thought the V12 engine, which produces more top end power than the V8 in sports car tune, would be better suited to faster races such as Le Mans, or Monza if those unloved chicanes are still present. The 3.8-mile Daytona track presented a real problem, for it combined a banked circuit with a tight infield section.

Driver pairings are likely to be Ganley/Bell and Hailwood/Watson.



Mike Hailwood—sports car return.



Howden Ganley — Hailwood's partner.



Derek Bell—second year.



John Watson—G5 newcomer.

## Ontario Speedway re-opens

The Ontario Motor Speedway is back in operation again for at least another year. A new management group, Western Racing Associates, have been granted a one year lease by the City of Ontario and took over the circuit on January 9. They plan to run all the races scheduled for 1973.

The new group is headed by Conrad Sprenger, head of an Ontario radio station, and the financial backing comes from

William Gillette, a member of the razor family.

The OMS was closed in November 1972 when the original operators defaulted on the rent payments after losing money since the Speedway opened in 1971. The new operators do not expect to make money in 1973 but hope to get it on a sound footing and then continue operations in the next few years. The first event this year will be the Miller 500 NASCAR race on March 4.

## Jean-Pierre Jarier gets March F1 drive

The speculation over the March F1 driver is over. Last Friday Max Mosley announced that Frenchman Jean-Pierre Jarier will be driving the single works car during 1973.

Jarier was already contracted to drive one of the works BMW powered F2 cars and his selection for the F1 seat comes as no great surprise. Monsieur Marcel Arnold of the Meubles Arnold furniture concern is providing the backing for Jarier in both F1 and F2. He has been associated with Jarier previously in F3 and F2.

There is no mention of any sponsorship from STP in the new announcement although Max Mosley said that he was still in constant touch with Andy Granatelli and that the deal is still not entirely off.

Jarier first came into contact with March with a rent-a-drive F2 car in 1971 when he first came to prominence internationally. He was to have had a full season with a Shell-Arnold 722 last year but lack of finance prevented the team from doing



Jean-Pierre Jarier — big chance.

more than a couple of races. He then put in some tremendous drives with a La Vie Claire F3 March 713M and then a works 723 before being asked to test cars for March. He has already driven the 721G on many occasions at Silverstone and Goodwood and put in very competitive times. Jarier did race in F1 on occasions in 1971. He used the unraced ex-Hubert Hahne March 701 in the Gold Cup at Oulton Park and at the Italian GP.

## Castrol awards

Castrol assembled representatives from all aspects of the sport at their successful Night of the Champions at the Inn on the Park, London, last week.

It was just that—with awards going to Andy Rouse (Mexico), Chris Seaman (hillclimb), Roger Bell, Gerry Marshall, Jeremy Walton and Tony Lanfranchi (production saloon car), John Bevan and Tony Merridale (autocross), Trevor Smith and George Holland (autotest), Rod Chapman and Dave Preece (rallycross) and Jeremy Lord (special GT).

Garry Goggin and Phil Elson represented drag racing, and on the rally front, Harold Morley, Frank Pierson, Bob Jeffs, Paul Faulkner and Laurie Richards (drivers) and Peter Bryant, Colin Francis, Martin Holmes, Neil Wilson and Nigel Raeburn (navigators) were the MN winners.

Other Team Castrol drivers in the limelight were Alison Davis (Berketex Award plus £50 voucher), Chris Seaman (Moet & Chandon Award plus holiday in France for two) and Mike Harmer (Pinchin Johnson Concours and two car stereo systems).

All car championships but the Mexico Challenge are to be supported by Castrol in 1973.

## Duckhams Special for Interserie

The Duckhams Special 3-litre prototypes which was built for Alain de Cadenet and Chris Craft to use at Le Mans last year, and surprised everyone with its performance, has been sold to Nick Cussons. Cussons will be converting it to use in Interserie this year. The Cosworth DFV will be replaced by a turbocharged 5-litre Aston Martin engine. Cussons has all the ex-Le Mans Lola-Aston Martin engines and they are currently being worked on by Davron Developments of Newport Pagnell who looked after the engines for Cussons last year when he used them in the original Lola. Davron have had a great deal of success over the last couple of years in FF and looked after many Clubman's engines.

Incidentally, in our Ford supplement we got the telephone number of Davron wrong. It should be Newport Pagnell 611345.

● Sid Offord, one of the mainstays of TEAC, has been appointed general manager of the BARC. He replaces Grahame White, who resigned following internal disagreements with the club's council.



## Mallory F2 solution

A unique solution to the current financial problems facing Formula 2 organisers and entrants has been proposed for the opening international of the European season at Mallory Park on March 11.

Competitors will share with Motor Circuit Developments all the gate revenue beyond a guaranteed £4000 to each side. Thereafter, competitors will receive 60 per cent and the circuit owners 40 per cent of the balance towards their respective costs.

The entrants' £4000 will be distributed in lieu of starting money according to practice times. Pole position man gets £500, and 20th man £100. The additional gate share will be allocated on the basis of 12 per cent to the winner, down to 2½ per cent to the last placed man.

The idea was devised by MCD in conjunction with the race organisers, the BARC, and Motor

Race Consultants, representing many of the competitors. MRC have been invited to appoint independent auditors for the meeting.

According to MCD, if the March 11 crowd is the same as 1972, then entrants and the circuit will receive comparable revenues. If the crowd drops or increases, both parties will suffer or benefit accordingly. It should mean that pre-race promotion will reach an all-time high, as both parties will benefit by a larger crowd. Whether a similar plan will be applied to the current impasse between the F1 entrants and organisers remains to be seen.

For their part, the organisers have arranged for the meeting to be sponsored by Radio Luxembourg, which should ensure considerable 208 air time to be given to the event. None of the entrants has so far made any promotion announcements.

## Historic Sports 1973 plans

During 1973, the Historic Sports CC has seven races for historic cars with emphasis on road sports and touring cars, and there will be six races for post-historic cars. Owners of cars raced internationally between 1960-64 should contact Bob Owen at AB/9 Hale Top, Wythenshawe Town Centre, Manchester M22 3RU.

The HSCC's annual Club weekend will be on August 10/11/12 to coincide with the L&CCC race meeting at Oulton Park, at which there will be races for historic and post-historic cars.

During 1973 there will be two special races for historic sports racing cars at meetings organised by the AMOC.

## Swedish F2 team

Confirmed this week was a two car Swedish F2 team for Reine Wisell and Sten Gunnarson. They will use GRD 273s and the team will be managed by former driver Picko Troberg. Sponsorship comes from various Swedish sources. The team will contest the whole European Championship series. Gunnarson has been on the verge of F2 for a couple of years but lack of finance prevented him from joining the works March team last year. He had a couple of outings in a 712 in 1971 in Scandinavia and went extremely well.

● Ken Brittain of Racing Services was a happy man at the show following a deal with Mike Warner to supply GRD with 14 alloy block BDAs for F2 this year. GRD have also bought five Cosworth BDGs.

## Graham Hill documentary

Graham Hill, the driver, the achievements, the man, the personality, is the basis of a one-hour documentary to be made this year by Tony Maylam/Cygnal Films. The film is being completed for the ATV network, and will be transmitted throughout the UK on every ITV region at peak viewing time (9 to 10 pm) at the end of the season.

Complete world-wide distribution is being undertaken by ATV, and already the film has one scheduled date, October 4 in Australia.

Bill Ward, head of programming for ATV and chairman of the ITV sports committee, will act as executive producer, and has agreed to treat the film as one of ATV's eight major specials for the year.

Tony Maylam's latest racing film, *The Racers*, is a 35 mm

"featurette" which is to be released at a West End cinema within the next few weeks.

*Graham Hill—TV star.*



Ian Taylor with his new entrant, Chris Andrews, managing director of his F3 sponsors Baty.

## Works Baty-March for Ian Taylor

Ian Taylor, who won a Grove-wood award this year following his success in the BOC and Dolly Express FF championships, will be driving a works supported March 733 in all the F3 Championships this season. The car will be entered by Chris Andrews, sponsored by Baty and run by Chris Marshall's Sloan Marshall Garages.

Chris Andrews and Baty are familiar names in racing already. Andrews was a successful driver himself in the early sixties notably in Formula Junior with a Lotus 16 and then with a Cooper BMC in a team with the late Ian Raby. An accident cut short his racing career and he went on to become managing director of the Baty Group of companies. Baty made their debut as sponsors in racing in 1971 when they sponsored the works March team of

James Hunt and Brendan McInerney. Baty supply gauging and projection equipment to many of motor racing's leading component manufacturers and consider sponsorship a logical step.

Taylor will be having his first fully sponsored drive after many years of struggling on a tight budget in FF. He had a couple of outings in F3 towards the end of last season with a GRD. The new March is due to be delivered at the end of this month and will then be taken to Paul Ricard for testing. Holbay engines will be used during the season.

Chris Marshall is well known for his racing activities and latterly as team manager for the works Marches in 1971 and for the La Vie Claire Marches in 1972.

## RAC award winners

Colin Chapman, Roger Clark and Jackie Stewart were the principal recipients of RAC awards when the club held their dinner last week to present the annual awards for motor sport. Colin Chapman was awarded the RAC Motor Sporting Gold Medal, awarded once before to Jack Brabham, in recognition of five World Championship victories by his cars, while Roger Clark took the Sir Malcolm Campbell Memorial Trophy, for the British competitor making the outstanding performance driving a British car in any form of motor competition during each calendar year. Ken Tyrrell accepted the Hawthorn Memorial Trophy on Jackie Stewart's behalf, for the highest placed British or Com-

monwealth driver in the World Championship of Drivers.

Other recipients of RAC awards were: Peter Noad, Autotest champion; John Bevan, Autocross champion; Bob Rose, BP Sprint champion; Sir Nick Williamson, Shell Hillclimb champion; Roger Clark, Uniroyal Autosport Rally Champion; Jack Pearce, Sporting Trial champion; Bill Moffat, Duckhams Production Car Trial champion; and Bill McGovern, Wiggins Teape Paperchase '72 Touring car champion.

After the awards were presented, the premier of the JPS film about the John Player/British Grand Prix, and a filmed report of the RAC Rally, were shown.



## Interserie presentation

For some of this year's Interserie races, there will be a special class for up to 2500 cc cars, for which there will be a separate prize money fund of 16,900 Swiss Francs for 10 starters. Increased and a complicated system of prize money and bonus payments to encourage Formula 1 and CanAm drivers was also confirmed at an Interserie prize giving in London last week. Leo Kinnunen, Willi Kauhsen and Helmut Kelleners were presented with their awards and prize monies for taking the first three places in the 1972 Championship and a special award was given to Tim Parnell's Alcan BRM set-up for their persistency in trying to make their P167 reliable. In 1972, Ganley scored two wins with the BRM with Porsche winning the other seven races.

The prospects for 1973 also favour Porsche with their turbo-charged 917s. Among the privateers will be Howden Ganley's Glamour Girl McLaren.

### 1973 races are:

April 1, Hockenheim; May 1, Imola; May 20, Silverstone; June 24, Hockenheim; July 15, Hockenheim; July 29, Silverstone; August 19, Monza; September 2, Silverstone; September 16, Imola; September 30, Hockenheim.

## Renault's new 2-litre

Renault have confirmed that they will support a full racing season in 1973 with Alpine. Their main pre-occupation will be with a brand new V6 2-litre Renault Elf engine in a Alpine sports car. The engine has been built by Renault Gordini with assistance from Elf and is currently giving 285 bhp at 9800 rpm. The go-ahead for the new engine was only given last April and has already been extensively tested on the brake. The 2-litre car will be driven by regular Alpine drivers Patrick Depailler and Jean-Pierre Jabouille in the 2-litre championship. It is almost certain that at least one car will be entered for Le Mans and the possibilities of stretching the engine to 3-litre for F1 use are also being looked into.

The Alpine F3 team will continue as before with new cars for Alain Serpaggi, Michel Leclerc, and, on occasions, Alain Cudini, the Formula Bleu Champion.

● The Peter Connaw Motor Racing Team are currently trying to drum up sponsorship for either Formula 1 or Formula 5000 for 1973. One member of the team commented at the Racing Car Show, "Last season we raced on a lot of enthusiasm and a little money. By the end of the year both had run out. In no way will we race on the peanuts we did last year." Enthusiasts interested in joining the team's supporters' club should send an a/c to Ron Doran, Maybury Road, Barking, Essex.

# Amon thinking of private car

Currently holidaying at his parents' home at Bulls, Chris Amon has not been wasting his time, apparently. At the second Tasman Cup round at Levin on January 13, Amon made it quite plain that he does not intend to be an unemployed Formula 1 driver this year, despite the March rift.

"I hate to think what I've spent in international telephone calls," he said, "but it would amount to \$1000 at least. I would think."

"I've had a number of approaches, but I've had no trouble arranging sponsorship for a Formula 1 car for this year and I'm hoping to run my own outfit, although the championship will be under way well before I'm ready to start."

Amon was unable to say what car he would be driving, but he is thinking in terms of an all-out and expensive effort with a team

of his own for a progressive testing and development programme. "I would not be interested in just driving odd races for different people," he said.

Chris, who freely acknowledges that the biggest mistake he had made in his racing career was to leave Ferrari when he did, is looking ahead. "With sports car racing finishing up at the end of 1974, it seems that touring car racing will become much more important," he said. "I'm taking the long-term view and getting in on the ground floor with BMW this year and will also be doing Le Mans with them," he said.

Amon intends to spend about another fortnight at home before heading off to join BMW's physical training class at St. Moritz next month. "The exercise won't do me any harm, for I'm a stone overweight at present," he concluded.

## Wisell's G5 Lola



Reine Wisell—Gitanes Lola.

With Ferrari opting out of the Daytona race, it looks like being a struggle between the Gulf-Mirage, MIRA and Lola. The MIRA sports car drivers this year are Jean-Pierre Belloc, Henri Pescarolo, François Cevert and Gérard Larrousse, while the Lola representation will come from a Gitanes-sponsored T282 for Reine Wisell/Jean-Louis Lafosse.

● Those readers who drive in France should be warned that there are wolves in sheep's clothing around. The Citroën Ami, which normally patters along propelled by a two-cylinder engine, is now available with the flat-four unit out of the GS. This gives a power increase of 67 per cent, putting the speed up to 87.4 mph. It means, of course, that those Frenchmen who have the gradient in their favour and the wind behind them will be doing 100 mph in the little things.

For the introduction of this new model to England, Citroën have chosen April 1, a date which may or may not be significant.

## Ensign F3 news

Danish F3 driver Ole Vejlund has bought one of Rikki von Opel's Iberia Airlines F3 Ensigns. Vejlund, who has been a regular F3 campaigner for a number of years intends to do all the John Player F3 championship rounds with the Ensign which will use a Novamotor engine. The car will also be one of the major exhibits at the Danish Racing Car Show at the end of February. Mo Harness, winner of the Johnson's Wax FF Eurotrophy in 1971, will be driving a works backed Ensign in F3 this year. The car will be sponsored by Modus Developments of Norfolk, the housing and industrial development company run by former saloon driver Teddy Savory. Harness did some F3 during 1972 first with a Brabham BT26 and then a GRD but lack of finance meant that he had to prepare his own engines and was not really competitive. The Modus Team Ensign car will use Holbay engines.

## Nathan's BMWs

Roger Nathan Concessionaires have been appointed sole UK, Northern Ireland and Italian agents for the latest Schnitzer-prepared BMW 2-litre engines. "It's just been homologated for Formula 2 and sports car use," Roger Nathan told us last week. "It's very, very reliable, and is going to be very competitive." Roger has also been appointed agent for Schnitzer chassis, suspension and engine kits.

● There is to be a meeting of all Formula 2 race organisers this Saturday in Frankfurt. They will debate the long and complicated F2 calendar, and it would be no surprise that a revised schedule emerges from the meeting.



Tom Wheatcroft sits in the beautiful replica GRD 372 which was presented to him at the Racing Car Show by GRD in recognition of his success in 1972. The car will be placed in the Donington Museum.

## Thoroughbred sports car series sponsor

Charles Spreckley Industries Ltd, "the body builders and finishers" to the building industry, are to sponsor a series of Thoroughbred Sports Cars, organised by Forward Enterprises Ltd. Divided into classes at up to 2000 cc, 2001-3000 cc and over 3000 cc, the Charles Spreckley series, caters for sports cars produced between 1946 and 1959 inclusive and the cars "should be in the spirit of Marque racing as at 1959." Among the cars listed are AC Ace, AC Bristol, Aston Martin DB2, Austin Healey 3000 Mk 1, MGA, Morgan Plus 4, TR2, TR3, Jaguar XK120, XK140, Elva Courier and road-going sports cars accepted by the HSCC.

The list of events in the series are:

March 24, Silverstone; May 5, Silverstone; June 3, Brands Hatch; July 7, Silverstone; July 29, Silverstone; August 26, Oulton Park (unconfirmed); September 16, Thruxton; October 6, Silverstone.

All entries will be by invitation only and applications to register with the Series should be made to Forward Enterprises Ltd, 113 Mount Street, London W1Y 5HE (Tel: 01-499 6137).

## Lawrence in works Dulon

With long time works Dulon driver Ian Taylor moving in F3 this year the Didcot based company have signed Derek Lawrence to drive the works MP15 FF car. Lawrence was Taylor's biggest challenger for the main FF championships in 1972 when he drove a Titan. The new Dulon will use works backed Roalund engines. Lawrence received a commendation from Grovewood for his efforts in 1972.

● Long time F3 exponent Chris Skeaping has decided not to race in 1973. Skeaping has struggled on a limited budget for a number of seasons and although he had a works loaned Chevron last year, things still did not work out. He is leaving for his annual pilgrimage to America at the end of this month to try and earn enough money to return to racing in 1974.





**1935 'SS' Jaguar.**



**1948 Jaguar XK120**



**1958 Jaguar Mk. 9.**



**1961 Jaguar Mk. 10.**



**1966 Jaguar 'E' Type 2+2.**



**1974 Jaguar 'F' Type.**

# **If you want to find out about the new secret Jaguar, read this month's Car.**

A world exclusive! The Jaguar F-Type.

And this month, two Giant tests. One on Sports Coupés – The Mazda RX3, the Renault 17TL and the Datsun 180 SS. The other on Executive Saloon Cars – The Vauxhall Ventora, the Opel Commodore and the Ford Granada.

And also, Car magazine picks its top twelve cars. Don't miss the February Car.

**car**  
tells it like it is.



# The Donington collection

The first list of exhibits for Tom Wheatcroft's Donington Museum was released last week. So far 44 cars have been acquired while a further nine are scheduled for loan. Many other interesting exhibits are being acquired and Wheatcroft would be very interested in any small items of racing memorabilia including programme souvenirs, old crash helmets, racing components and so on.

The cars owned by the collection, which opens in March, at the moment are:

1948, Alfa GP 1; 1959, Aston Martin DBR4/250; 1963, ATS Tipo 100; 1970, Brabham-Cosworth; 1962, Brabham-Cosworth BT3; 1966, Brabham-Repsol BT20; 1964, Brabham-Cosworth BT26A; 1969, BRM P55 2-litre front-engine; 1966, BRM P45 2-litre rear-engine; 1962, BRM P57 1 1/2-litre V8; 1964, BRM P67 four-wheel drive; 1964-65, BRM P76 2-litre; 1948, Citibella-Porsche Type 360 four-wheel drive; 1950, 500cc Cooper-Norton F3; c. 1952, 1100cc Cooper-JAP;

1952, Cooper-Bristol; 1959, Cooper-Climax 2 1/2-litre; 1962, Cooper-Climax V8 750; 1964, Cooper-Maserati V12 T85; 1969, Cosworth four-wheel drive; 1955, Osby-Maserati front-wheel drive; 1966, Eagle-Climax 2 1/2-litre; 1955, 1 1/2-litre/2-litre Ferrari V12; 1950-55, Ferrari 500/750; 1949, Golden; 1962, Lola-Climax 16-valve four-cylinder; 1959, Lotus-Climax 25; 1960, Lotus-Climax 18; 1961, Lotus-Climax 23; 1963, Lotus-Climax 25; 1969, Lotus-Cosworth 43 four-wheel drive; 1970, March-Cosworth 200; 1971, March-Hartley 213 F3; 1964, Maserati BCM; 1963, Maserati 4CLT/45; 1954-57, Maserati 250F; 1966, McLaren-Ford M2B; 1968, McLaren-Cosworth M7 series; 1968, McLaren-Cosworth MPA four-wheel drive; 1961, OSCA 4 1/2-litre V12; 1960, Porsche Type 718 16-valve four-cylinder; 1962, Porsche Type 654 16-valve eight-cylinder; 1960, Scania; 1959, Stangor-Fiat F4.

Cars scheduled for loan:  
1933, Bugatti Type 51 (property of Mr John Gaddard); 1953, Cunningham A-Type (property of Mr R. R. C. Walker); 1935, Priezen-Ten single-seater (property of Mr John Gaddard); 1934, ERA R1A (property of Mr "Sandy" Murray); 1961, Ferguson P99 (property of Ferguson Research Ltd); 1968, Lotus-Cosworth 408 (property of Mr R. R. C. Walker); 1971, Lotus-Pole B; Whitley Sub (property of John Player Ltd); 1969, STP Special; McNamara-Ford Indianapolis (property of STP); 1957, Vanwall (property of GRM Group).



Radio disc jockey Dave Lee Travis visited the AUTOSPORT stand at the Racing Car Show and accepted Ian Phillips' invitation to try Andy Diamond's Gryphon. It looks like he did himself a mischief on the way in!

## BRIEFLY...

● Ending speculation that perhaps he would not sign for Rondel after all, Jody Scheckter put his signature on a contract last Saturday to lead the Motul Rondel Racing attack on the European Championship in 1973. It was thought that Scheckter may have been tempted away by March who were interested in his services for F1 as well. However, McLaren were keen to hang on to the South African's services and the Rondel contract is just for F2.

● Most successful manufacturers at the Racing Car Show in terms of business were GRD. Altogether they did £250,000 worth of business which included £65,000 in the UK, £45,000 in Sweden, £80,000 in Germany, £25,000 in Japan, £20,000 in the USA and £15,000 in Portugal.

Attendance at the Racing Car Show, which closed after 10 days last Saturday, was 96,876. This is up on the previous show in 1971 (93,691) but includes nearly 14,000 who visited the show this year on Sunday. It indicates a steady decline in the number of people who have attended, for the figure in 1969 was 109,483 and in 1967 it was 135,445.

● Leo Geoghegan's proposed Tasman mount will be the P8 Bowin Repco originally built for the Bob Jane organisation. It appears that a financial problem has beset the team and Bowin have decided to enter the car as a works entry with Leo as driver in the Australian Tasman races.

● General practice days at Mallory Park this year will be on the following days: January 27; February 24; April 14; May 19; July 14; August 11; October 20; November 10 and December 1. The sessions will be run in alternate 20 minute sessions with motorcycles starting at 10 am. The charge is £4.00 for half a day and £7.00 for a whole day (nine sessions) with an extra £1 or £1.30 per extra driver. For additional information drivers are requested to phone Earl Siltan 42931.

● The Shadow F1 car was testing at Silverstone for the first time on Tuesday with Jackie Oliver doing most of the driving. George Follmer was in attendance but his car is not due for completion until next week.

● McNally Engineering have opened a specialised section in their foundry division to manufacture magnesium and alloy castings for racing car manufacturers and engine specialists. They range from one-off prototypes to production quantities.

● Bob King was smiling towards the end of the Racing Car Show as orders picked up in a big way for Royale cars. Altogether he did £93,000 worth of business, 80 per cent of which has come from the USA. During the show four sports cars were sold along with 27 Formula Fords and nine SuperVees.

● Jacques Coulon, one of the biggest finds of the 1972 season in F3, will be doing a full season of F2 this year with a March-BMW run by Filipinetti. The 30-year-old university lecturer confirmed this week that he and Mike Parkes placed an order for a car at the Racing Car Show. Like Coulon's F3 Martini, it will be sponsored by Antar and run by Filipinetti.

● Amid the welter of despair about low attendances at motor races in Britain, a vote of confidence from John Player & Son who will sponsor the Grand Prix at Silverstone in July: "We're aiming for a crowd of 75,000, and we'll be disappointed if we don't get it. We have lots of new promotion ideas," a spokesman said last week.

## INTERNATIONAL DIARY

January 19/27 Monte Carlo Rally (Constructors World Rally Championship, round 1)  
January 20 Lady Wigram Trophy, New Zealand (Tasman, round 3)  
January 21 Riverside 300, USA (NASCAR)  
January 27/28 Taranaki Park, New Zealand (Tasman, round 4)  
January 28 Argentine Grand Prix (Formula 1, round 1, World Championship)

## CATCHPOLE

By Barry Foley





## Marlboro in Geneva

It is amazing how many motoring journalists there are in the world when someone offers to pay all their expenses to attend a press conference in Geneva. Philip Morris invited 250 people and over 300 turned up! The American tobacco company put on the professional show which has been their hallmark since they got involved in motor racing a year ago. Proceedings started with Marlboro's film of the 1972 season. The best of the best, which was indeed the best motor racing film we have seen produced by a sponsor. It was a really soft-sell and there was hardly any mention of Marlboro. The following day the enormous conference hall of the Intercontinental Hotel was filled to capacity when Philip Morris's European president, Ronnie Thomson, announced their plans for this season (reported in last week's issue).

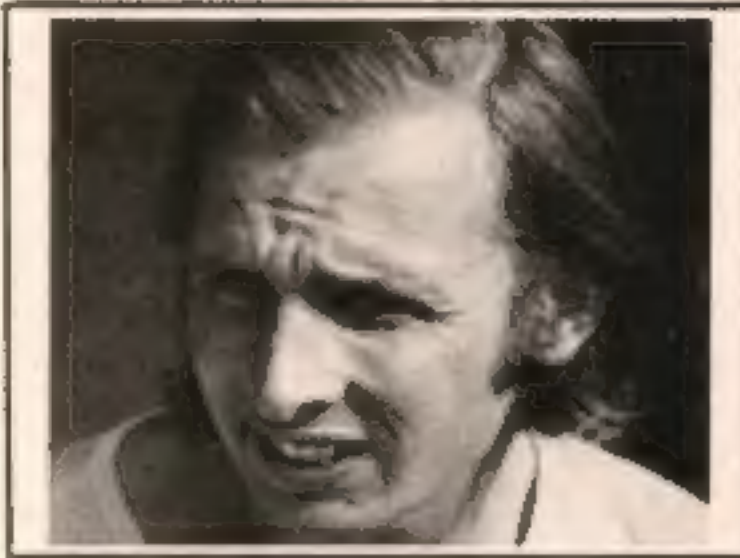
Thomson commented on the current lack of harmony in Formula 1 which is so damaging to the sport and expressed hope that the arguments between the organisers and constructors will speedily be settled. In question time, Pat Duffier announced that his budget for this year's commitment to motor sport exceeded \$1 million.

The very quotable managing director of BRM, Louis Stanley, never one to miss an opportunity to air his views, said how happy he was with the relationship with Marlboro and what a good job the tobacco company were doing. His comments on various drivers present were more personal: Stanley reflected that perhaps this season, as Andrea de Adamich is in the Marlboro World Championship Team, "it won't be necessary to buy him any mirrors." The remark left Andrea looking understandably perplexed, thinking initially his English had let him down.

The head of BRM went on to mention a pep-talk he had given to Howden Ganley whom he was so happy to see driving in the Williams Iso Marlboro team. According to Stanley, Ganley was about to quit Formula 1 mid-season last year as he had lost interest, but after the heart-to-heart, Howden found his form again. The story I heard was a little different. Howden was fed up with BRM and their musical chairs and wanted to get out of his contract so he could take up one of two very attractive offers he had received from McLaren and Matra.

When Louis Stanley was asked who would be driving the third BRM in the opening rounds alongside Regazzoni and Beltoise, his reply was not untypical. He suggested we read the newspapers! The reason for Stanley's evasive answer was simple—sitting only feet away were Vern Schuppan and Niki Lauda. Schuppan, after various other offers, had decided to sign with BRM to drive No. 2 to Regazzoni. The Australian was none too happy that Beltoise had elected to stay with the team and Lauda's inclusion must have been the final straw. It looks as if BRM are up to their old tricks again.

# On the Scene



by Patrick McNally

Someone in Marlboro must be trying to keep on the right side of "Big Lou," for a caption in their recently published review of the 1972 season refers to Sir Louis's BRMs.

Frank Williams must be congratulated on a superb piece of salesmanship. Politoys had hardly pulled out when the personable Frank signed Iso in a neat package deal with Marlboro, adding Fina Italy for good measure. Despite what the continental press have been writing, the only thing likely to be made in Italy on the new Williams Iso Marlboro car.

The remark that brought the house down came from Jacky Ickx who said, "My decision to change from a certain other cigarette company (Kent) to Marlboro had nothing, absolutely nothing, to do with money. It's just that I find Marlboro have a better flavour!"

Someone who has his feet firmly on the ground in this topsy turvy world of professional motor racing is Brian Redman. The likeable northerner was telling me that with his sports car contract with Ferrari, his deal with Marlboro and his arrangement to drive for Carl Hays in the States, he is earning good money. And there is absolutely no way

he will drive in Formula 1 unless it makes financial sense. "I know that I am not going to be World Champion. When I drove with Ickx before he was always that little bit quicker." This rare touch of honesty saves Brian from chasing Formula 1 drives, the downfall of so many drivers.

## Festival des pilotes de Grand Prix

The fifth Festival des pilotes at Villars, a small ski resort some 70 miles from Geneva, was the best attended yet, perhaps due to the Marlboro conference taking place only a few days before. Over 25 drivers turned up plus dozens of French and Swiss journalists, television people and a film crew. In all there were about 200 people, so inevitably the weekend lost some of the intimate atmosphere enjoyed in earlier years. René Lachat and Bernard Cahier as usual were organising everything and they did a splendid job.

Among the actual Grand Prix drivers who turned up were Jackie Stewart, Clay Regazzoni, Vern Schuppan, François Covert, plus brother-in-law Jean-Pierre Beltoise, Andrea de Adamich and Reine Wisell. Then there were *anciennes pilotes* Baron Tullio de Graffenried and Tony Brooks; a German contingent including "comingmen" Jochen Mass, Hans Stuck and Dieter Glemser; local Swiss heroes Claude Haldi, Herbert Müller, Silvio Moser and Xavier Perrot; sports car drivers Teddy Pilette, Ed Swart and Jean-Louis Lafosse; motor-cycle champions Eric Offenstadt and Olivier Chevalier and, of course, a strong English team, including Richard Attwood, David Piper, David Hobbs, Mike Parkes and Vic Elford.

Continued on page 11

Jochen Mass (left) ready for the "off." On his left: Silvio Moser and Dieter Glemser.



Brooks (left) Stuck, Martin, Swart and Mass await Ski Doo's. No chequered flag for Stewart: he finished fourth in the Ski Doo event.





# Monte Carlo Rally Preview

19th-27th January

By Ian Sadler



Makinen practises earlier in the month.

This, the 42nd Monte Carlo Rally, is sure to be as spectacular and as glamorous as ever. In typical fashion there have already been controversies, namely the studs fiasco concerning the new Le Corbin special stage in the Digne area on the final common run-in to Monaco at the end of the concentration routes. Luckily the local authorities of this area are, finally, allowing the use of studs on this test. Had they not there would have been great up-



Sandro Munari, last year's winner.

heavals and possibly even a boycott of future events from certain works teams. Without studs not only would the test have been unnecessarily dangerous but it would also have given rear engined cars, such as the Alpine Renaults, a distinct advantage, and it might well have knocked on the head the Ford, Fiat and Datsun efforts. These teams having decided on their tactics well before any last minute changes of rules.

No other rally stimulates the imagination of the private motorist to such an extent and no doubt the newspapers will extend their sports coverage to include the Monte, this rally being the only event most newspaper editors consider sufficiently interesting. Robin Richards will, of course, be keeping us all in touch (see BBC Radio broadcasting time table) with the changing positions as the cars tackle

## MONTE CARLO RALLY concentration routes



Pat Moss-Carlsson/Liz Cretlin, Alpine Renault again this year.

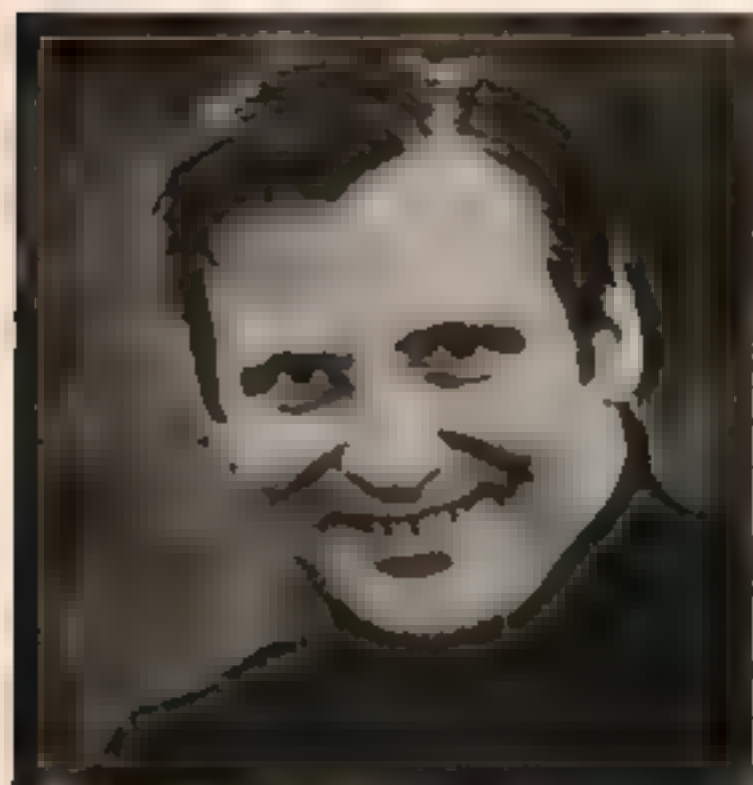
## 1973 MONTE CARLO RALLY—ENTRY LIST

ALMERIA START		DRIVER/CO-DRIVER		MAY		Car	
No.	Entrant						
68	Canellas, Salvador	Canellas, Salvador		E	E	Seat	
106	Griffoll, Ramon	Griffoll, Ramon		E	E	Seat	
101	Oruella, Ramon	Oruella, Ramon		E	E	Seat	
104	Lamas, Enrique	Lamas, Enrique		E	E	Seat	
130	"Richard Lord"	Masset, Gerard "Richard Lord"		E	E	Seat	
249	Saby, Bruno	Saby, Bruno-Penon, Jacques		E	E	Seat	
150	Puigdelvial, Riba, E.	Puigdelvial-Hoffman, G.		E	E	Seat	
161	Riberaigua Est. B.	Riberaigua Esteva B. Font Riudor, F.		E	E	Seat	
199	Serra, Eulasterio	Serra, Eulasterio-Gil, Francisco		E	E	Seat	
203	Gonzales Camara, P.	Gonzales Camara, Pedro		E	E	Seat	
214	Flores, Jean-Marie	Flores, Jean-Marie-Le Saux, Daniel		E	E	Seat	
219	Babier, Jorge	Babier, Jorge		E	E	Seat	
239	Reverter, Estanislao	Reverter, Estanislao		E	E	Seat	
278	Bulles, Jorge	Bulles, Jorge		E	E	Seat	
279	Servia, Salvador	Servia, Salvador-Imbars, Montserrat		E	E	Seat	
284	Piñet, Pierre	Georgetti, Alvaro-Piñet, Pierre		E	E	Seat	
283	Orbes, Jose Antonio	Orbes, Jose Antonio		E	E	Seat	
285	Sunsundegui, Jose I.	Sunsundegui, J. Ignacio		E	E	Seat	
286	Uroz Tristan, Pascual	"Chances" Uroz Tristan, Pascual		E	E	Seat	
287	Alvarez Hornaachas	Alvarez Hornaachas, Pedro		E	E	Seat	
288	Garriga Cusell, E.	Garriga Cusell, Enrique		E	E	Seat	
289	Sanchez, Julio	Sanchez, Julio		E	E	Seat	
290	Folgado, Vicente	Folgado, Vicente-Blanch, Ramon		E	E	Seat	
291	Alonso, Valentin	Alonso, Valentin-Bola, Augustin		E	E	Seat	
305	Ferrando, Gianni	Ferrando, Gianni-Canestrini, Daniel		E	E	Seat	
312	Navarro, Francisco	Navarro, Francisco		E	E	Seat	
315 Fabregas-Bas, Salvador		Fabregas-Bas, S.		E	E	Seat	
ATHENS START		DRIVER/CO-DRIVER		MAY		Car	
No.	Entrant						
51	Pavlovic, Jovica	Pavlovic, Jovica-Svacek Sasa		E	E	Seat	
54	Kresnik, Borivoj	Kresnik, Borivoj-Novakovic, Doka		E	E	Seat	
104	Kolic, Pera	Tatalovic, Mihajlo-Kolic, Pera		E	E	Seat	
109	Gluhak, Mladen	Gluhak, Mladen-Carevic, Milenko		E	E	Seat	
165	Panahizadi, Dariush	Genet, Jacques-Panahizadi, Dariush		E	E	Seat	
204	Horvat, Drago	Horvat, Drago		E	E	Seat	
232	Pusnik, Ales	Pusnik, Ales-Frayer, Rok		E	E	Seat	
253	Regis, Jacques	Regis, Jacques-Paparon, Andre		E	E	Seat	
264	Rasemini, Maurizio	Rasemini, Maurizio-Superti, Carlo		E	E	Seat	
302	Chronidis, Jean	Chronidis, Jean		E	E	Seat	
FRANKFURT START		DRIVER/CO-DRIVER		MAY		Car	
No.	Entrant						
3	Ford Motor Co Ltd	Makinen, Timo-Liddon, Henri		E	E	Seat	
25	Hommel, Peter	Hommel, Peter-Bork, Gunter		E	E	Seat	
30	General Motors Dea As	Nastorius, Lika Brov-Cederberg, Bjorn		E	E	Seat	
42	H-Hunds-Duchams Orl	Kern, Dieter-Bokmann, Ferdi		E	E	Seat	
44	General Motors Dea As	Kullang, Anders-Anderson, Claes-G.		E	E	Seat	



the common mountain circuit which gets under way on January 23rd and the final night of action as the top 50 fight it out for the honours

There is no other rally either which involves as much planning, personnel and co-ordination. Only when the time comes, and perhaps not



Timo Makinen

even then, will the team managers know how conditions are in the mountains. One valley can be crisp and dry, the next snow-bound. Ice note crews play a very important part in determining who is fastest of all on the tests, for one wrong decision of tyres to tackle one test is all that is needed to plummet a leading car well out of contention. The Monte is truly a rally where seconds count and are absolutely vital, nobody will have the advantage to think in terms of whole minutes. Tyre choices, servicing speed and placing of service points plus a reliable stream of information from scouts, all properly correlated, will win the rally.



Hannu Mikkola

Last year the rally was very difficult with dramatic weather changes and brought a popular all-Italian wip for Sandro Munari driving a Lancia after the Porsches of Waldegard and Larrousse were hampered by the snowy conditions

For the '73 Monte Ford are entering two cars, both 2-litre RS1600s for Timo Makinen and Hannu Mikkola. Alpine Renault have sheer weight of numbers on their side, apart from the fact that the car is almost tailor made for this event. Appearing in Alpines will be Bernard Darniche, Jean-Luc Thierrier, Ove Andersson, Jean Claude Andruet, Jean-Pierre Nicolas and Jean Francois Piot—Piot driving an Alpine for the first time for many Montes. Lancia will be hoping for a re-run of last year's event and have cars for Sandro

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#### GLASGOW START

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#### MONT CARLO START

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This year a curling match started proceedings. It was won by the Swede Richard Bröström, from Eric Offenstadt and Jean-Pierre Jarier, with Tony Brooks an impressive fourth. The ski-dogs provided plenty of laughter, with Porsche driver Claude Haldi actually falling off but remounting to beat Wisell in their heat. Outright winner was Jarier, with Müller, an old hand at the game, second and Jackie Stewart fourth. Clay Regazzoni couldn't understand why his ski-dog didn't move an inch at the start; Silvio Moser was holding the machine from behind. "Clay, you should look in your mirrors," yelled Jackie Stewart, not missing the opportunity to tease his old protagonist.

The most exciting race of all was with dune buggies, but it also looked very dangerous for the spectators. A course laid out in a local car park half covered by frozen snow. Two cars ran at the same time but started from different points. In theory it was just against the clock, but needless to say certain drivers caught up the car in front and there was much bumping and boring. Haldi set best time ahead of Müller and Stuck, with Regazzoni fourth. Stewart was one of the many to spin and charged the photographers on the in-field which caused Tony Brooks to comment, "Now I understand why he wants all that Armco."

Snow sport enthusiast Hans Stuck won the traditional ski-bob race from those aces, Müller and Haldi, fractions ahead of Regazzoni and de Adamich. Stewart provided a lighthearted commentary, parts of which would have made even Anthony Marsh wince. "It looks as if Hans Stuck is going to become un-stuck," Jackie's comments on Regga's descent were needless to say all very pointed and finished up with, "Clay has unfortunately finished without having an accident so I'll still have to contend with him this year!"

German saloon car driver Dieter Glemser won the ski de fond event ahead of Jochen Mass and then the inevitable Müller. Mass didn't look as stylish as the others but nevertheless was only 1 s behind Glemser who is an expert. Things are looking very good for Mass, who will almost certainly make his debut in Formula 1 later this season at the wheel of a works Surtees. Stuck, as well as doing the touring car championship for BMW, will also be driving a Formula 2 March-BMW 10 to get some single-seater experience. Mass and Stuck are the brightest hopes to emerge from Germany for several years.

Teddy Pilette tied with Jean-Louis Lafosse in the crossbow contest, *sprauve* Guillaume Tell, with 48 points out of a maximum of 50. Teddy was less accurate with his car keys which couldn't be found. It was lucky for him that the Sabena pilot who brought a spare set from Brussels was a keen motor racing enthusiast. Pilette had been testing his McLaren at Ricard earlier in the week and apparently the car was going extremely well.

Reine Wisell appeared to be enjoying the snow but was plainly disenchanted with Formula 1. The Swede was number two chez Lotus, and last year drove for BRM, neither drive doing anything for his motor racing career. This season looks better for him although it doesn't include Formula 1. Or should I say because it doesn't include Formula 1? Reine will be driving the Filippinetti works-backed Lola 3-litre T282 with Lafosse with sponsorship from Gitanes and Antar, and also plans a full Formula 2 season. The Formula 2 team will be an all-Swedish deal with GRD chassis and Pico Troberg running the team. Schedules permitting, Reine will also drive for Carl Hass in a F5000 Lola along with Redman. It is said that Hass is teaming up with Jim Hall, which should make quite a combination.

One of the best stories of the weekend came from Vern Schuppan who told of the time last year Ken Tyrrell had rang up to ask him to test 005. Vern arrived at Ripley, where Tyrrell's first question was, "How tall are you?" "Five ft 11 in," came the reply. "You'll never fit in it," swore Tyrrell. "I'll have an operation," answered Vern in a flash.

## correspondence

### Bolster's bus

I read with great interest John Bolster's report on the Thames bus in the December 27 edition of *AUTOSPORT*.

He said that this was likely to be the only one produced, so am I right in thinking that this is the same vehicle that belonged to the late Mr Harold Goody of Reading & Twyford, Berks? If it is not, then there is another one about somewhere. I saw the identical bus in his yard at Twyford way back in the early 50s and it was in quite good condition then, although, I never heard it running.

Mr Goody told me he had been offered £4000 for it, but would not let it go, so what's its value now?

HAYLING ISLAND, HANTS. C. A. COOPER.

### F3 Survey protest

I must strongly protest against the exclusion of Colin Vandervell from the *AUTOSPORT* Top 10 (December 28). Mr Phillips, surely you cannot ignore a driver who has been a leading light in the major championship of the year.

Some of the other placings need a lot to be desired.

By the way, has *AUTOSPORT* got any shares in GRD?

LONDON, SW20 R. H. HUGHES.

### Bad publicity?

I would like to comment on the Editorial column of January 11. It seems that Radio Luxembourg are doing a great job in bringing crowds back to the Racing Car Show and we hope the motor racing circuits. But are they? Fair enough, they probably accounted for a lot of people turning up at the show, who, perhaps, would not have otherwise bothered. But as for sponsoring or co-organising race meetings, forget it.

Allow me to quote a phrase from your Editorial of last week. It goes, "Who can remember those Radio London days at Brands Hatch when 20,000 people turned up to see the singers and Keith St John? Will it be the same this year at Brands when Radio Luxembourg start promoting Tony Lanfranchi, Gijs van Lennep, Tom Bello and Clive Santo?"

Well I can certainly remember, and I hope it will not be the same. Don't get me wrong. I have nothing against Radio Luxembourg. I went to one of the Radio London days at Brands, and where I was in the grandstand, there were pop fans standing and jumping about all the time the racing was on. Behind me there was a punch-up between a pop fan and a race fan. This kind of thing can only lower the feelings of spectators as a whole. But more important, at the end of one race, pop fans jumped over barriers and on to the track while the cars were still on their slowing down lap, just to get a closer look at a pop idol. This type of behaviour needs no more words.

The whole point is this: Radio Luxembourg are doing a great job in promoting the sport, but please not at the expense of having a repeat of the above scenes happening again, by attracting people who are not interested in motor racing. These people and people like them will help to give a better attendance figure at certain race meetings, but on a long-term basis I can't see that this is the answer.

Surely the way to do it is the way John Webb sold Formula Ford. When Formula Ford was in its very early stages it was obviously going to be a flop. But to make it work it was publicised all over the place and made to look like the formula. There's no doubt

about it, John Webb made a first-class job of making it a reasonable success.

This is the way to make motor racing as a whole a success—keep publicising it as much as possible, on TV if possible. The only way to sell a product is to advertise it. If it doesn't sell then, then there's something wrong with the advertising.

BRAINTREE, ESSEX. ALAN J. CARR.

### RAC radio feast

I feel that Richard Feast in his recent article, *Purely Personal* (December 21), is being unkind about the coverage of the RAC Rally of Great Britain. In his perhaps youthful enthusiasm for television he seems to have ignored the radio coverage, with which I was largely entrusted.

During the period 0830 hr Saturday, December 2, to a postscript at approximately 0730 hr on Wednesday December 6, I carried out a total of 37 separate radio broadcasts. These were nearly all live and most of them gave literally up-to-the-minute information as to the rally position, retirements, etc., at that time.

Usually the first of these broadcasts was at 0730 hr on Radio 4 each morning and the last at just after midnight on Radios 1 and 2. Nearly all were "billed" in the issue of *Radio Times* current for that period. The total duration of my radio broadcasts about the RAC Rally was 88 m. 4 s. Other contributors and myself also supplied recorded comments and interviews for use as required on unspecified radio channels—the total duration of these additional contributions are not known to me personally at present, but if BBC local radio items are included among them I would estimate the overall aggregate to be over two hours.

My own broadcasts included topical interviews with such personalities as Stuart Turner, Timo Mäkinen, Henry Liddon, Roger Clark, Tony Mason, Liz Crellyn, Eva Heinonen and Barrie Williams. Many of these were live.

I in no way wish to decry *Wheelbase's* 30 minute TV broadcast at the finish on the Tuesday evening, especially since I contributed to *Wheelbase* from its inauguration many years ago. I did not see this RAC Rally *Wheelbase* because I was busy doing radio broadcasts. I am sure it was excellent. But inevitably one half hour broadcast at the finish of an event must largely be retrospective news rather than current news. Excellent also was *AUTOSPORT's* entirely retrospective report which appeared a couple of days after the event had ended. One big asset of live radio reports is its immediacy, and I personally feel that with 37 or more separate broadcasts, the BBC exploited this asset on all its national services (except Radio 3, which carried no reports). Radio can, and did, tell its listeners what was happening as it happened throughout this Rally.

I find it difficult to reconcile any of my above comments with Richard Feast's remarks:

- "Apart from *AUTOSPORT's* excellent coverage . . . the only other news organisation to emerge with any kudos from their RAC Rally was *Wheelbase*."
- "The occasional television news bulletin informed me that Roger Clark was still leading, but I had to wait until that Tuesday's *Wheelbase* for a fuller report."

Incidentally, if Richard Feast had no radio set during his fortnight away from work, he will have missed Stuart Turner's prediction from York just before the start that, "Roger Clark will win." I gather that "Stu" has obtained the reputation of being a "Crystal Gazer" among the many who possess and use their radios.

KINGSLEY GREEN, SURREY. ROBIN RICHARDS.

The editor is not bound to agree with opinions expressed by readers.



# Dealer Team Vauxhall an important new deal

Up to now, the enthusiastic clubman has been very limited in his choice of manufacturer. But Dealer Team Vauxhall has had good success in 1972. There's now a nationwide organisation of specialist dealers. And an attractive bonus scheme.

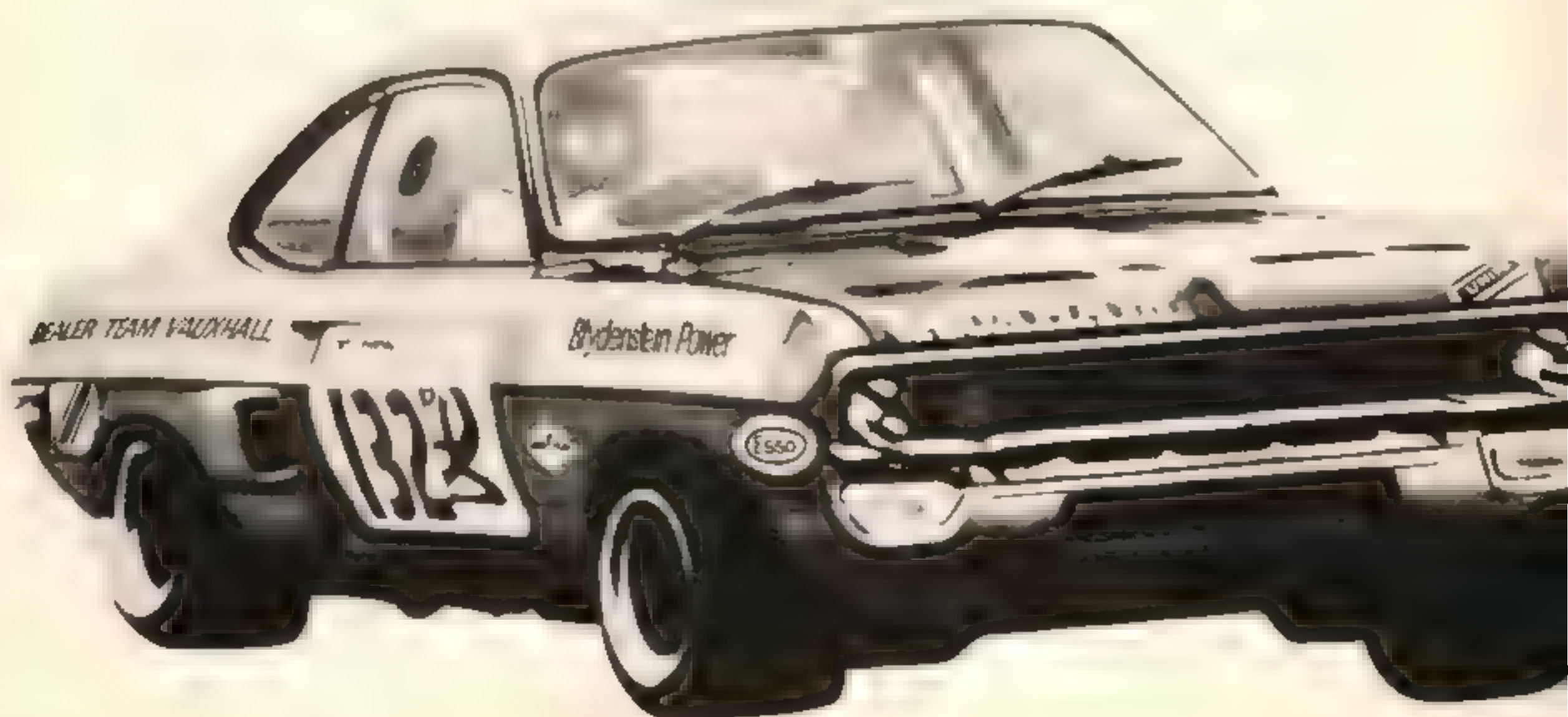
A Vauxhall very much comes into the reckoning for the '73 season.

## 1. Vauxhall Sport Dealers



To get the equipment, advice and specialist help you need to improve the road performance of your Vauxhall, a network of Vauxhall Sport Dealers has been set up. Serious race or rally competitors will be welcomed by Vauxhall Sport Dealers to discuss competition activities and offer guidance as to how you should go about it.

These people know what it's about because they probably compete in a Vauxhall themselves. They carry a full stock of the famous Blydenstein and Coburn DTV Sportparts that you need to improve performance. They have excellent tuning facilities in their own workshops. And, most important, they're most enthusiastic to help you.





# Announce in racing and rallying.

## 2. Bonus Awards

Take advantage of the Bonus Award Scheme and we'll add to your '73 prize money. There are awards of up to £100 for 1st in a season's championship, up to £50 for individual events. Just write to Merchandising Operations, Vauxhall Motors Ltd., Luton, Beds, for details.

## 3. The New Name in Success

This year privately entered Vauxhalls have had an excellent season, particularly in the very capable hands of drivers like Will Sparrow, Graham Beardmore, Des Donnelly, Jackie Patterson, Jim Thomson, Bill Dryden, Tim Stock and Denis Thorne. DTV cars, too, have been driven with outstanding success by people like Gerry Marshall in Group 1 and other Championship events.

Our production Firenzas and Vivas need exceptionally little modification for most of the classes in which they compete.

With Vauxhall, you can save time and cash on modifications. You can get yourself competitive sooner. And that can mean vital points in the early rounds.

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44 Savile Street, Sheffield S4 7UA  
Yorks. 0742 29281

City Motor Co. (Oxford) Ltd.,  
Goucester Street Oxford 48021

Drake & Fletcher Ltd.,  
The Broadway, Maidstone,  
Kent. 0622 55531

G. N. Croydon Ltd.,  
380 London Road, Croydon, Surrey.  
01-684 3686

Ryland Vehicle Group,  
Ryland Street, Birmingham B16 8BT  
Warwick 021-454 8111

S. M. T. Sales Service  
Dunkeld Road, Perth. 26241

Shaw & Kilburn Ltd.,  
Two Waters Road, Hemel Hempstead,  
Herts. 512.2

Thompsons of Hull  
230-236 Anlaby Road, Hull. E. Yorks.  
0482-23681

Wellington Garages (Oldham) Ltd  
Huddersfield Road, Oldham, Lancs.  
061-633 1334

Grase Ltd.,  
Queens Park Parade, Kingsthorpe  
Northampton 0604-31682

J. S. Robson Ltd.,  
Front Street, Consett. 02072 2957

Harold Thompson,  
Tynemouth Road, North Shields  
Northumberland. 089-45 70346

Chester Engineering Co  
Bedford Works, Boughton,  
Chester. 0244-24611

Wallace Arnold Sales Service Ltd.,  
123 Hunslett Road, Leeds, Yorks.  
0532-39911





# SPECIAL STAGE

## Gerry Marshall for DTV Tour of Britain drive

Provided a car is available Gerry Marshall will be entered in the Tour of Britain to drive a DTV Vauxhall. Gerry Marshall is perhaps best known for his exploits with DTV Firenzas on Britain's racing circuits. To Gerry acclimatise to rallying it is planned that he will gain experience on a few minor events with Rodney Spokes.



## Newspapers sponsor Demdike

The night of February 10/11 will see the Lancashire Auto Club's Demdike Rally cover about 250 miles of the best roads in Lancashire and the North and West Ridings of Yorkshire. There will be about 20 miles of unsurfaced roads though none are considered to be too rough. The Demdike is backed by the Ford dealers C. G. Skipper and their Burnley Caldervale Depot will be used for the start. Considerable help has also been given by United Newspapers through the Burnley Express and other of their area newspapers. Around 120 crews are expected to take part. Spectators seeking good vantage points are recommended to choose spots at Whitewell (near Chipping), just north of Aysgarth, Sourhall (near Todmorden) or the water ford near the boathouse at the rear of Lake Burwash at Foulridge.

● Edward Christian, son of the managing director of EB Christian & the Isle of Man main Ford dealers, has replaced his 1.5 Ford Escort GT with the ex-Bernie Firth 1.6 Ford Escort RS. The car will be retained as the firm's demonstrator, and will be sponsored by them. Edward, a car salesman, will have mechanic Ian Mellor in the hot seat with him and they will contest the Manx championship.

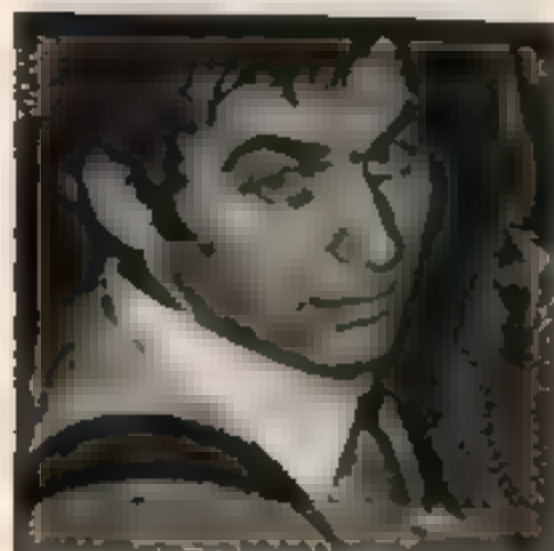
## Noisy problem

The combination of Clan Crusader, Alan Conley and Martin Holmes for a programme of road rallying sounds pretty formidable and once things are fully sorted the combination should be hard to beat. Problems encountered on the Targa Rusticana included having insufficient time to plot the route as fog delayed them on the way to the Lampeter start. Once on the event a problem of internal noise became apparent. Despite using Safari type intercom sets Alan found it difficult to hear Martin's instructions due to excessive air intake noise. The Triple C Clan should be fully sorted in time for the second C MN round, the Red Dragon on the 27th of this month.

## Acres on radio

Richard Acres tried out a short-wave radio in his Connaught Court Hotels Escort TC on the Tour of Dean, as an experiment. Servicing him were Ken Caldwell and John Wilkinson, who provided the equipment. Richard's engine was misfiring badly under load, and if the radios served no other purpose, it convinced the service crews that he had an excuse for poor stage times! Acres plans to compete in the BTRDA/CCC special stage championship this year.

The renaissance of Paul Appleby on the Shell/Howells Tour of Dean was perhaps the most surprising feature of the event. The report last week missed several stage times on the stages immediately before he retired. These included an 83 at Reddings (559), 6th, 61 at Malscot—3rd equal, 63 at Serridge (551)—2nd equal and 38 at Kensley—6th. The damage to the engine was started at Serridge when the steering was bent and was pushed up into the sump, with little pieces of metal finding their way up the engine and causing it to seize. Paul reverted to old, high profile SP44s for the event, and found confidence he has not had since using M+S type Rs.



## Mintex Dales over-subscribed —more than 200 entries received

Over two hundred entries have been received for the forthcoming Mintex Dales Rally. The first 10 places will be reserved at the organisers discretion all the other available places will be decided by a draw. Entries include Roger Clark, Jim Porter, Chris Selater, Martin Holmes, Mike Hibbert/Howard Scott, Jimmy Rae, Mike

Malcolm, Sean Campbell, Peter Scott, Tony Foukes, Brian Harris and Will Sparrow/Nigel Raeburn, the first six all with RS 1600s. Will Sparrow will be driving a Firenze. Also entered but not yet with co-drivers are Andy Dawson (Clan), Roy Fidler (Datsun 240Z), and Colin Malkin (Hilman Avenger).

## Rally forum

The IRDC are holding a Rally Forum at the Daylight Inn, Peits Wood, Kent on January 24th, starting 8 pm, to which members of local motor clubs are invited. Food and refreshment will be available, and on the panel will be a trade sponsor, a journalist, a driver and a co-driver.

## Wheelbase film

Although the BBC Television motoring programme Wheelbase is presently off the air until April a Wheelbase team will be across to film the Monte Carlo Rally. Their film will not be for any special programme but will probably be used on Wheelbase when it resumes broadcasting. BBC Radio 2 will be providing coverage of the rally as usual. See timetable included in Monte preview elsewhere in this issue.

## Mexico points

The three Mexico championship points winners on the Targa Rusticana not finishing in the top ten overall were: David Cowan, Ian Woodruff and Graham Roberts. Omitted from the results last week were the names of Don Day/Malcolm Oxborough (Mini-Cooper S), the semi expert winners and Raymond Evans/D James (Cortina) the novice winners. The Targa had a system of producing duplicated penalties detailed as to individual controls at the finish, which was particularly praiseworthy in view of the number of fails incurred by competitors. Other small amendments to the results were penalties for Nigel Rockey, 1 fail 42 pens, and for Roger Platt 2 fails 67 pens. Rockey would have beaten Brookes but for his wrong direction of approach, on account of furthest cleanest.

● Colin Francis, the well known rally authority in Wales and navigator to Frank Pierson, has been elected to join the RAC Rally Committee. This will be the first time there has been a representative most involved with national and club rallying on the committee as the other members are only concerned internationally.

## Peter Bryant rally maps

Peter Bryant, the winning Castrol MN championship navigator, plans to capitalise on his success by selling marked replica maps to those he himself used last year. Maps which he is able to supply include OS 1 in sheets numbers 89, 108, 117, 127, 128, 138, 151, 139, 140 and 141, in fact all the popular ones. The cost is £3.50 per map, small price compared with the expense of a wasted rally, and markings include maps not correctly shown, unmarked roads, unmarked bends, goers and non-goers and full grid markings. Cash with orders is required, to Peter Bryant, MPA Ltd, Grange Road, Thornton Heath, Surrey (01-889 1454 or 2334). With the new rule that routes cannot be issued more than 1 hour before start time, it would seem that marked maps will become more important in future.

## Sponsor for Pat Ryan

● Furthering their already strong links with rallying, particularly the Motoring News/Castrol championship, the Rally Centre of Wolverhampton, owned by the Charles Clark group of companies, are to provide sponsorship on the RAC Championship for Pat Ryan and Mike Nicholson.

Ryan's Jersey based Cooper S will be painted in the blue and white colours of its new entrants and hopes to do some 11 rounds of the championship beginning with the Snowman next month.

The Rally Centre caravan is now an established part of the rally circus and in this the sixth year in which they have been operating they will attend the majority of the MN rounds and selected other events.

Ryan's retirement on the Dean was ultimately found to have been caused by a driveshaft which broke inside the rubber gaiter. New, stronger driveshafts are being manufactured for the car. The navigator will be Mike Nicholson, the organiser of last year's successful Shenstone Rally.

● The winners of the Red Dragon Rally (January 27) will receive a free entry for the Circuit of Galway. Also they will receive free passage for car and crew from B+1 plus £40 cash. Effectively, almost a fully sponsored entry.



# Bean wins Mini Miglia; Morley's tyre dilemma

Last weekend saw all the major contenders for this year's Ford Escort rally championship converge in the North of England for the only all-group 1 rally in the country, namely, Knowdale Car Club's annual Mini Miglia. Winners by a good margin were Yorkshire's Bob Bean and Alan Greenwood in their Escort Mexico, ahead of the similar car of Nigel Rockey and Paul White.

The rally started from Littleborough at the home of British Vite Racing and Tuning, and was to consist of three parts, the first two comprising about 160 miles of normal timed to the minute road rallying and the third part containing five selectives before the finish at Settle. The road sections were timed at 10 marks per minute late while the selectives were at one mark per second over the bogey time, so it was obvious that the result would be decided over the latter sections. As it turned out there was a considerable amount of snow on all the selectives, with the exception of the first which was two laps of the go-kart race track near Longridge, which made the emphasis even greater.

Current C/MN champions Harold Morley Peter Bryant led the field away from the 10 pm start in their Mexico followed by a further 20 or so similar cars including Roland Young, Bob Bean, Nigel Rockey, Keith Watkinson and Russell Brookes. However, most of the attention went to car number four which was crewed by Gillian Fortescue-Thomas and Tony Mason. Gill was on her first ever rally having been persuaded to enter by Fords Her Mexico was borrowed from Will Sparrow for the event as he even it or not, it appeared that Fords hadn't got a spare car at the time.

From the start there was an hour's run-out to the first selective after which the rally started properly, going almost due north via 13 time controls to the first petrol halt near Ingleton, where the results showed Roger Platt in his Withers entered Mexico to be leading on 82 points ahead of Bob Bean on 64, Harold Morley on 60 and both Roland Young and Kevin Videan on 54.

After the halt the rally went north again close to the M6 before moving east through Orton to the second petrol halt in Brough. So far the night had been dry and fairly clear allowing Morley, who was using Kleber racing tyres on his Mexico to move up into the lead on 150 points in front of Platt on 162, Bean on 174 and Rockey on 182.

Morley, however, was not to remain quite as happy with his racing tyres as just as the first cars restarted it began to rain. That alone was not too bad, but on the high ground where all the selectives were to be run, the rain became snow and it settled thickly on the route. The first of these sections was to have been over Kaber Fell but unfortunately the finish marshal had no watch so it did not count, while the second section wasn't marshalled. The third one was a four minutes from the north to the south over Askrigg Common and many people had trouble, including Harold Morley who found that as expected racers don't grip on ice and snow. Platt was also in trouble on this one when he spun at the bottom of a hill and trying to get up the other side cost him a good minute.

The next selective however was to be the real problem as almost all the leading cars went off the road somewhere along its length. Russell Brookes found his Brooklyn Mexico spinning for no particular reason, although that did not stop the car bouncing off every possible obstacle. In spite of doing a reconnaissance the previous day, Kevin Videan and Peter Valentine put their Mexico off the road for about six minutes only yards away from the similarly stricken Supersport example of John Barter and David Kirkham. Once Brookes had got going again he then tried to take a short cut across an unmarked hairpin after going straight on only to

get stuck in a ditch. Ice maestro Nigel Rockey also went straight on at this point but luckily he missed the ditch on rejoining the road in his Hoopers of Bristol car. The last section also saw one or two errors but the finish marshal decided that he had had enough of the horrible conditions and went home early so the section was cancelled at the finish.

All that remained was a short run to the finish at Settle, where the bar was open so that navigators could regain their lost nerves whilst awaiting the results! These appeared complete very shortly after the last car had finished, but were soon taken away to have the last selective deleted, after which they were declared final and the awards presented. All in all the event was very well received by competitors, although there were some timing lapses early on. A mention should be made of Gillian Fortescue-Thomas, who, in her Lloyds of Stafford entered Mexico, finished 11th overall on her first rally. We look forward to her further rallying exploits with interest.

KEVIN GORMLEY

1	Bob Bean	Alan Greenwood	Ford Escort Mexico	245
2	Nigel Rockey	Paul White	Ford Escort Mexico	238
3	Harold Morley	Peter Bryant	Ford Escort Mexico	235
4	Roland Young	Keith Watkinson	Ford Escort Mexico	232
5	Kevin Videan	Peter Valentine	Ford Escort Mexico	228
6	John Barter	David Kirkham	Ford Escort Mexico	225
7	John Matthews	Reg Mullenger	Ford Escort Mexico	222
8	John Hemmings	Donald Close	Ford Escort Mexico	218
9	John Walters	John Hobcraft	Ford Escort Mexico	215
10	John Hemmings	Donald Close	Ford Escort Mexico	212
11	Gillian Fortescue-Thomas	Tony Mason	Ford Escort Mexico	208
12	John Hemmings	Donald Close	Ford Escort Mexico	205
13	John Walters	John Hobcraft	Ford Escort Mexico	202
14	John Hemmings	Donald Close	Ford Escort Mexico	198
15	John Walters	John Hobcraft	Ford Escort Mexico	195
16	John Hemmings	Donald Close	Ford Escort Mexico	192
17	John Walters	John Hobcraft	Ford Escort Mexico	188
18	John Hemmings	Donald Close	Ford Escort Mexico	185
19	John Walters	John Hobcraft	Ford Escort Mexico	182
20	John Hemmings	Donald Close	Ford Escort Mexico	178

## Bartram's Cloverleaf

The West Essex CC restricted Cloverleaf Rally was run in traditional style this year with a plot and bash format with some 88 Time Controls, giving really press-on rallying. Geoff Bartram John Porter managed to pip Ted Cowell Peter Rushforth by 12 s, both being in Escort TCs but Bartram having the advantage of his home built, Burton machined 1800 cc engine. Last year's victor and this year's first seed, Reg Mullenger, with John Matthews in the hot seat, dropped a couple of passage controls later on in the event and so were well out of the top ten.

The damp clear night saw a full 120 entry start from BE Cocks of Cambridge and head through Newmarket, in the run out, to the

start of the competitive sections, south of Barton Mills. The first section used several whites including the new one running E-W across 135 7169 and then went into a link section around Bury St Edmunds. After this, the roughish and very sticky Ampton White, caused havoc when the course car became stuck and Reg Mullenger had to get his Escort RS past. Many crews lost time and Charles Golding Brian Smith went off irrecoverably in their Vitesse. A maze of whites around Black Hills and slippery surfaces saw several moments. Two Minis tried to get through the same gap, resulting in two very bent cars and several concrete posts demolished. The route ran northwards using Knettishall airfield and its various permutations and shortly after this John Brundle's Triumph 25 World Cup Rally car went off. Towards Thetford across the newish white at Blakeney Farm, NNE of Thetford and then a hair raising chase down the 3 mile unsurfaced forest white across Santon Warren brought the cars to the first petrol halt. It was here that John Harmer Roger Powell went out when the Cooper S lost second gear and Pete Jones/John McKerrill, running at No 2, failed to show in their Escort TC.

The only selective came after the halt and was a three miler mainly on whites, starting at 765893NW. Mullenger was fastest, 25 s down, followed by Ripley/Tucker in another Escort TC on 28 s and Bartram on 34 s. From here on the tricky organisers had many craftily placed controls and many crews sustained falls. After the selective a passage control around a grass triangle was missed by several cars. Northwards around the classic whites of Narborough Field, including the not-as-map junction at 770088 and more whites around Houghton caught the Allan Hemmings Donald Close Escort TC and John Walters John Hobcraft Tricentral Chelmsford RS 1600, when passage controls were missed. At the second petrol halt, Chris Drake retired his Mexico with broken rear shock absorber mountings but navigator Dave West very sportingly worked out the top 10 placings for the organisers. Vic Chappelle Dave Hennessey had very low oil pressure on the RS and so they called it a day and although they were out of the running, Allan Hemmings was seen changing a drive shaft in preparation for the final bash. The last section went East from the Wash, using mainly yellows but with some good whites. At TC78 several crews were too cute, using a white when the yellow was the correct one, thereby missing a check. By the finish, the cars were spread out and by the close, under one half of the field had gone through.

TONY WILLSON

1	Geoff Bartram	John Porter	Ford Escort TC	25
2	Ted Cowell	Peter Rushforth	Ford Escort TC	23
3	John Hemmings	Donald Close	Ford Escort TC	22
4	John Walters	John Hobcraft	Ford Escort TC	21
5	John Hemmings	Donald Close	Ford Escort TC	20
6	John Walters	John Hobcraft	Ford Escort TC	19
7	John Hemmings	Donald Close	Ford Escort TC	18
8	John Walters	John Hobcraft	Ford Escort TC	17
9	John Hemmings	Donald Close	Ford Escort TC	16
10	John Walters	John Hobcraft	Ford Escort TC	15

Lille-Bor Nasenius, below, will be driving one of the two Opel Asconas equipped with GM automatic transmission in the Monte Carlo Rally. The other will be driven by Anders Kullang.





# McRae takes second round and Championship lead

By PETER GREENSLADE Photographs by JACK INWOOD

The expected happened in the second Tasman Cup round—the 63-lap, 76-mile Rothman's International at Levin on January 13—when Graham McRae, who had gained pole position, raced off for an end-to-end win in his McRae GM1 and set a 94.1 mph race record into the bargain. It was McRae's third successive victory at Levin, the circuit on which he began his racing career, and there was no one who could foot it with him on the day. Australian Frank Matich (Repco Matich A50), set a 43.8 s lap record, 0.1 s better than that set by McRae in 1972, but finished 39.8 s in arrears.

McRae lapped everyone else in the field, for Lola T300 drivers Australians Warwick Brown and Kevin Bartlett, and New Zealander David Oxton (Begg FM5), finished on 62 laps in that order, while Dexter Dunlop (McRae GM1) was sixth on 60 laps. Second fastest qualifier, Max Stewart was out in the second lap when the right front suspension on his Lola T300 broke. New Zealand Grand Prix winner John McCormack failed to complete the first lap, because a throttle cable broke in his Elfin Repco, and all the other fancied runners, Englishmen Alan Rollinson (McRae GM1), and Steve Thompson (Chevron B24) and American Sam Posey (Surtees TS11B), were also forced to abandon the race for one reason or another.

McRae, the 1971 and 1972 Tasman Champion, now leads the 1973 series with 12 points (he finished fourth in the New Zealand Grand Prix) from McCormack (9) and Rollinson and Matich, who have 6 points apiece.

## ENTRY

Everyone who had contested the New Zealand Grand Prix at Pukekohe arrived at Levin in reasonable order and condition. Those who had suffered damage in the G.P. had managed to get their cars shipshape smartly and were out for unflinching runs on the tight 1.2-mile circuit by Thursday, two days before the race.

With the exception of John McCormack, all the Australians and American Sam Posey, as well as the only Japanese entrant, Nori-

take Takahara, turned out for familiar runs.

The British contingent Alan Rollinson and Steve Thompson, with his entrant Alan Brodie, took time off on their way south from Auckland to spend a couple of nights at Wairakei to do some sight-seeing in New Zealand's weird thermal area.

Matich's team, however, had more serious business in mind and the current Australian Gold Star champion turned out with the Repco Matich A50 looking like new and in exactly

the same form as it was at Pukekohe.

Stewart's Lola T330 apparently had not suffered as much damage as originally thought and the driver looked confident. The T300s of Kevin Bartlett and Warwick Brown were also in good shape and Posey's Surtees TS11B bore no signs of its abrupt Grand Prix finish against one of Pukekohe's earth banks.

The standard to be attained or bettered at Levin this year was that which had been set by the 1972 race winner McRae who had set a 43.8 s qualifying time and repeated it for a 92.358 mph lap record in the Tasman round itself. No one achieved the figure on Thursday, Matich's best being 44 s, while Bartlett, who likes Levin, did 44.1 s. Posey was 1 s slower and Brown managed 45.2 s. Stewart, who appeared to take things easily, was content with 45.5 s.

Takahara, with the Brabham BT36, posted a best of 48.7 s, a time that, on the basis of past Levin history, would have him trailing along well behind the best of the local 2-litre drivers. The session came to an abrupt end with a heavy fall of rain that continued into the night and had the effect of washing the track clean in readiness for the real business on the Friday. The rest of the "circus" was on the scene bright and early on Friday morning. The sun was shining, but there was quite a strong southerly wind blowing across the circuit. McRae turned up with a load of Good Year tyres of various compositions, diameters and tread widths and let it be known that he would be devoting his time to tyre testing and would not make a final decision on the rubber he would use in the race until on the day itself. Rollinson and Thompson were on the scene early, the McRae GM1 and Chevron B24 unmodified since Pukekohe. They were joined by Evan Noyes (McRae GM1), David Oxton (Begg FM5), Garry Pedersen (Pegg FM4), Dexter Dunlop (Leda or McRae GM1), McCormack, with the Elfin Repco, Dave McConnell (Surtees TS15), Ken Smith and Baron Robertson, with their March 722s, and

Matich's second placed Repco-engined Matich is closely followed by Warwick Brown's Lola T300





Kelvin Cameron with the elderly, but tidy Brabham BT23C.

The Tasman drivers were not at all happy because only seven of their number had been classified as finishers at Pukekohe, and New Zealand International Grand Prix Inc had paid out only to them and not down to the 14th runner as originally advertised. Throughout the day there was a series of discussions between drivers and NZIGP manager Ron Frost and Levin promoter Syd Jensen. The upshot of it all was that the drivers presented a petition in which they made it plain that the payout was to be down to 14th runner, or else. . . . However, qualifying was what every one had come for and there were two quite long sessions during the day.

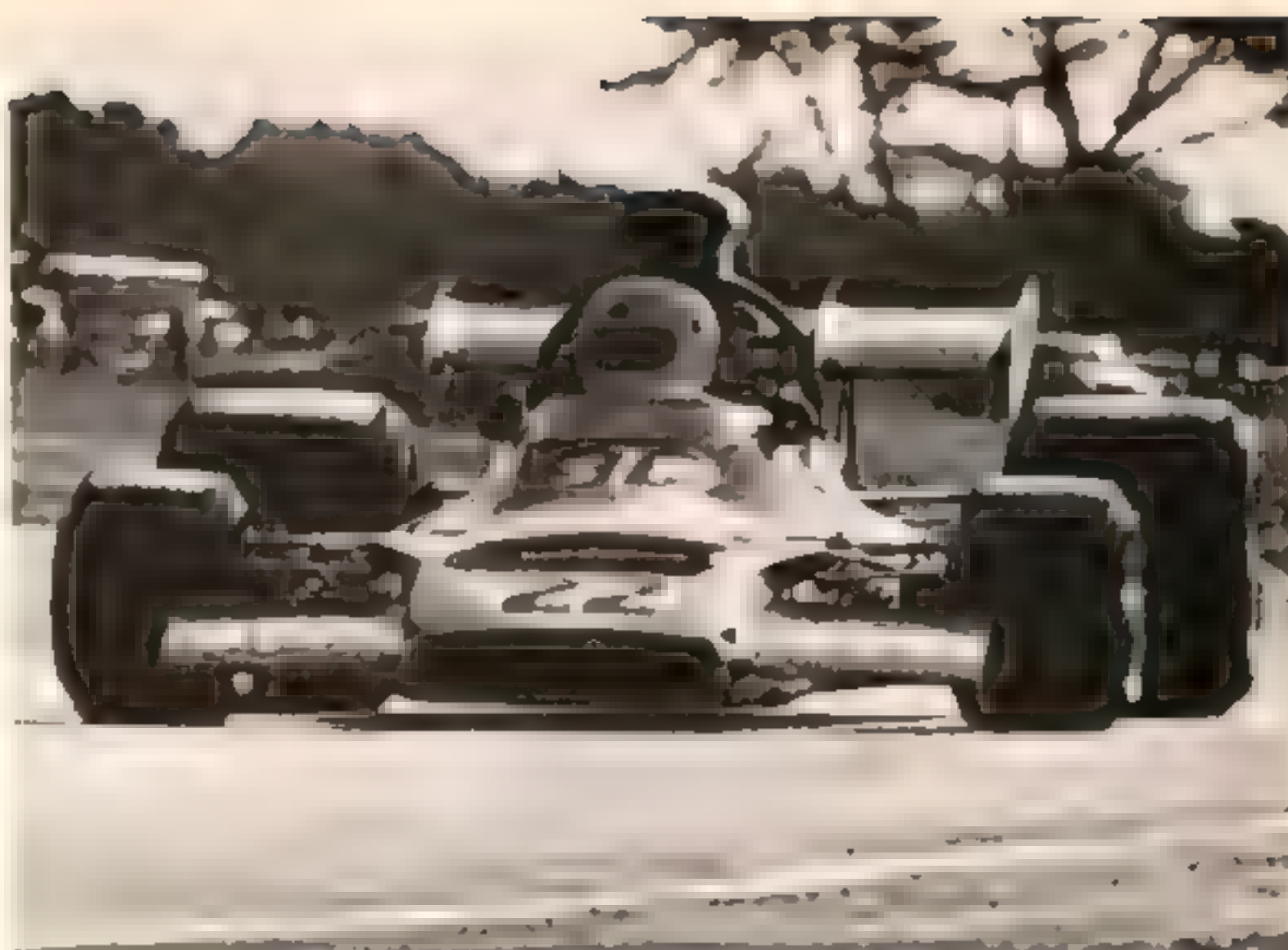
## PRACTICE

Matich who, as usual, is very well organised, was one of the early starters and he came down to 44 s on his 17th lap, a figure he was unable to improve upon. McRae equalled the figure after 12 laps. But it was Stewart who became the standard-setter by posting 43.6 s and, by the time the first session ended, people were beginning to wonder if anyone would be able to improve upon that figure. Thompson had a wheel centre break up in the Chevron and so did not get in much time on the track. McCormack, who did not seem to have the same confidence as he had shown at Pukekohe, was one of the slower ones with a best of 45.4 and this turned out to be his qualifying time, because early in the afternoon session a couple of rose joints in the rear suspension showed signs of breaking up and so he was sidelined. He actually turned out to be 15th on the grid—rather a difference from being third fastest at Pukekohe. Bartlett finished up the morning with 44.1 s and Posey and Oxtan posted 44.6 s apiece. Brown was next with 44.8 s. During the interval Matich was one who changed gear ratios in the hope that this would counteract the quite strong wind that was blowing across the circuit.

The afternoon session was the last chance for improvement and it was McRae who finally achieved the desired objective. The GMIs have been running 13in wheels all round so far in this series, but for his big effort McRae fitted 15in rears and went out and proceeded to get down to 43.3 s and take pole position. He reverted to 13in rears for the race. Stewart was unable to improve and Matich also had to rest content with his morning's 44 s. Brown got right in the groove and finally equalled Matich's time. Bartlett found himself stuck with his 44.1 s and Robinson, whose best in the morning had been 45.8, made 44.1 s also. Posey came down to 44.3, Oxtan to 44.4 and Thompson whittled his morning's 45.5 down to 44.5. The rest of them did not look too competitive and everyone packed up for the night well aware of the fact that McRae, who cut his racing teeth at Levin, was going to be the man to beat.

For those who wanted it, there were untimed runs on race day. McCormack availed himself of the opportunity as did one or two others. Among them was the quiet Canadian, McConnell, who had posted a dead 45 s to be quickest 2 litre qualifier. But McConnell did not make the race for the engine blew in the Surtees TS15. The other Surtees TS15 that was entered was that of Greeme Lawrence. But, as had been the case at Pukekohe, the 1970 Tasman champion was forced to scratch as the car was still on its way from Britain.

M. Ray	41.3	Stewart	43.6
McRae	44.1	Brown	44.8
Bartlett	44.1	Thompson	44.5
Posey	44.6	Oxtan	44.6
Robinson	45.8	McCormack	45.4
McConnell	45.0	Takahara	46.0
Lawrence	45.0	Levin	47.4



Graham McRae took the GMI to a flag to flag victory.

## RACE

When the field lined up on the grid in readiness for the rolling start, neither McConnell nor Robertson was in evidence. Robinson was in trouble with the Duckham's McRae GMI, for a fuel leak immediately developed. There was a hold up while an attempt was made to rectify the trouble, but then the pace car was on its way and the whole field moved off at a sedate pace. Everyone was in position first time round and so Chris Amon dropped the flag to set them on their way. McRae immediately shot ahead and Stewart tucked himself in behind with Matich, Brown, Posey, Oxtan, Bartlett and Dunlop next. At the end of the first lap McCormack was already out with a broken throttle cable and Bartlett had moved to fifth, ahead of Posey and Oxtan.

McRae led them into the sweeper for the second time and immediately it became obvious that Stewart was in trouble with the Lola T330. He got sideways at about 120 mph, slithered dramatically to the infield, the car coming to rest by the cable safety fence with its right front wheel detached. A suspension knuckle had popped out from its mount and the upright broke. Stewart was out of the car smartly, but Matich and Brown, who were close behind, had quite a moment keeping out of Stewart's trouble and they lost a bit of ground to McRae who was blissfully unaware of what was going on behind him.

After five laps, McRae had drawn away from Matich to the extent of 5.8 s. Matich had Brown filling his mirrors and there was a gap back to Bartlett, Posey, Oxtan and Thompson and yet a longer one to the rest of the field which was headed by Dunlop. Robinson was in the pits having the fuel leak attended to and when he got going again the front runners had gone 15 laps. Three laps later he was stopped again and his race was over to all intents and purposes.

McRae lapped Smith, who was running 11th in his March 722, in the course of the 11th tour and already had a lead of more than the length of the straight on Matich, who was still just clear of Brown, who was driving a very steady race. Thompson, running unspectacularly in seventh place behind Oxtan and Posey, was lapped by McRae in the course of his 22nd tour and now Matich, who had drawn out a more comfortable lead on Brown, was 11 s behind the leader.

Posey, running in fifth place, pitted the

Surtees TS118 after 29 laps with a punctured front tyre. The change was accomplished before most people realised that anything was amiss and the American was back in after a delay of not more than 20 s. But that was enough to drop him well back in the field.

So, after 30 laps, McRae led Matich by 15.5 s. Then came Brown, Bartlett, who had drifted back somewhat, Oxtan, Thompson, Posey, Dunlop and Noyes, in the yellow McRae GMI, Pederson, Smith, Radisich and Takahara bringing up the rear. Cameron, who had been troubled by lack of fuel pressure in the Brabham BT23C, was circulating spasmodically. McRae doubled fifth-placed Oxtan after 34 laps and had the situation very much in hand. Posey got by Thompson on lap 41 to be sixth runner. Then his engine blew up at the exit from the straight, setting up a tremendous smokescreen and spewing oil on the track to halfway through the long left-hand sweeper.

The oil flags were out smartly, but the blow-up had been so spectacular that all the runners promptly realised what happened and the field slowed immediately. McRae carefully picked his way round outside the oil, sized up the situation and planted his right foot hard down again. At that stage he was 17 s ahead of Matich. With 50 laps completed, Thompson, who had been running sixth, abandoned with a split radiator and by now the field looked pretty small.

With 57 of the 63 laps completed, McRae was 22.5 s ahead of Matich and still drawing away. Brown and Bartlett, the latter having been lapped by McRae, were running in isolation and Oxtan was next, 7.6 s behind Bartlett. A couple of laps earlier, Pederson and Takahara had spun off at the notorious Cabbage Tree bend. Pederson in the Begg FM4 could not resume, but the Japanese got going again.

In the final lap, McRae doubled Brown and then came home the clearest of winners, 29.6 s ahead of Matich. However it was the latter who had the satisfaction of setting a new Levin lap record of 43.8 s—just 0.1 s better than McRae's 1972 figure, which was the best McRae could achieve this time.

Rothmans International Tasman Round 2—Levin									
C. McRae	McRae	GM	63	43.3	47.4	9.4	5		
Matich	Matich	March	722	47.4	51.2	3.8			
Brown	Brown	March	722	48.0	51.8	3.8			
Bartlett	Bartlett	March	722	48.0	51.8	3.8			
Oxtan	Oxtan	March	722	48.0	51.8	3.8			
Posey	Posey	March	722	48.0	51.8	3.8			
Dunlop	Dunlop	March	722	48.0	51.8	3.8			
Thompson	Thompson	March	722	48.0	51.8	3.8			
Robinson	Robinson	March	722	48.0	51.8	3.8			
McCormack	McCormack	March	722	48.0	51.8	3.8			
Takahara	Takahara	March	722	48.0	51.8	3.8			
Levin	Levin	March	722	48.0	51.8	3.8			



# McCormack from Rollinson; McCrae delayed and Matich retires

By PETER GREENSLADE Photographs by JACK INWOOD

John McCormack, works driver for the South Australian, Adelaide-based, Elfyn team, won the 20th New Zealand Grand Prix at Pukekohe, near Auckland, on January 6 at an average speed of 92.24 mph. Englishman Alan Rollinson (McRae GMI) was second by the margin of 0.4 s and third, a lap back, was Steve Thompson (Chevron B24). Next in line were the 1971 and 1972 Tasman champion Graham McRae (McRae GMI) and Auckland Garry Pedersen (Begg FM4) who completed 36 of the 58 laps. Although third fastest qualifier, McCormack was not highly rated for a GP win, but the current Australian Gold Star Champion Frank Matich (Repco Match A50) and McRae, who occupied the first row of the starting grid, as well as other favoured Australians, lost their chances mainly through damaging their cars in the tight chicanes that have been inserted in the 1.75-mile course, to cut speeds in interests of safety, or through engine troubles. McRae, however, did have the minor satisfaction of setting fastest lap at 93.06 mph.

## ENTRY

It was only within days of the race that the promoter, New Zealand International Grand Prix Inc found itself in a position to announce the entry list and it came up with a field of 22. However, when the opening qualifying sessions got under way on the Thursday, it was obvious that there were some defaulters. Bob Criss, entered by Performance Marketing in an unnamed car, failed to show up from the United States. Graeme Lawrence, who had not sat in a single-seater since his involvement in last year's Grand Prix crash which claimed the life of Ruston-Porsche driver Bryan Fannon, scratched because of the non-arrival of his Surtees TS15. Allan McCully failed to show up and so did Neil Doyle with his elderly Begg FM2.

Auckland Frank Radisich, whose Repco-engined McLaren M10, Matich-modified, had been languishing at Frank Matich's North Sydney headquarters for some months, arrived for the two final Friday qualifying sessions to bolster the field to 19. The New Zealand and Australian pressmen had decided that Matich, the Australian Gold Star champion, and Graham McRae, the 1971 and 1972 Tasman Champion, as well as American L&M series winner, were going to sort out the latest deal between themselves. Matich, well organised as usual, was all set up and ready to go at the first Thursday qualifying session. The Repco-engined Matich A50 was the same car as he ran in the series last year, but updated in a minor fashion. The most significant change being the addition of a second wing, sitting very low, which he had used during the latter stages of the Australian Gold Star series.

Matich had a brand-new car which he had intended to bring to Pukekohe, but it could not be readied in time and it will probably be used in the Australian section of the series. I looked it over in Sydney just before Christmas and it looked much the same as the car he is using in New Zealand, apart from the fact that the usual bright-metal suspension parts were gun-metalled. Matich is a keen collector of rifles, so this may have influenced him. In any event, the latest Repco V8 engines are standard equipment and the story has it that they are delivering a consistent and very reliable 490 bhp at 7200 rpm and 395 ft lb torque at 5500 rpm. However, John McCormack, of Adelaide-based Elfyn, has the same advantage this year and, as qualifying showed, he is making the most of it. Matich, who is now involved in the marketing of Australian Penfold's wines in the US has some backing from that company. But the

real surprise was, as far as New Zealand is concerned, that when McRae, who did not appear until the final Friday sessions, made the scene with his British-used GMI it was prominently STP-decaled and also carrying Shell insignia. STP made quite a stir here in the 1971 and 1972 series but has virtually wound up its New Zealand operation.

McRae's car, like the GMIs of American Evan Noyes and Alan Rollinson, carried Bartz labels on its Chev V8, while his last season's Tasman- and L&M-winning car, being run by local driver Dexter Dunlop, had the imprint of Sydney's Peter Molloy. Needless to say the lot were running Goodyear-shod 13 in wheels all round and the paddock gossip was that McRae had the benefit of the latest compound, although there was no way of verifying that.

Noyes was entered by Gemco Racing, while the McKechnie Racing GMI of Rollinson was resplendent in Duckhams colours, as was the Begg FM4 of former national sports car champion Garry Pedersen, runner-up in this season's New Zealand Gold Star series. Steve Thompson, entered by Servis-Alan Brodie in the ex-Redman Chevron B24, was using a Race Engine Services Chev, with Goodyears all round on 13 in wheels. This car looked very tidy and so did the driver, on and off the track. Like McRae, Sam Posey did not make the first day's qualifying, but he turned up with a very tidy Surtees TS11B for the final day. The car which he used to finish runner-up to McRae in the L&M series, had been completely rebuilt and was entered by Champ Carr Inc, with Al Bartz on hand to tend the four engines.

The Australian contingent, apart from Matich and McCormack, comprised Max Stewart with the works Lola T330 and Kevin Bartlett and up-and-coming 22-year-old Warwick Brown, both in Lola T300s. Stewart had the advantage of having Frank Gardner on hand to help sort out the latest from Lola. Gardner has been having a bit of a holiday running the SCA Freight Camaro in this part of the world and was obviously heavily involved in the Max Stewart Motors entry. The T330 was running an Allan Smith Chev

while Bartlett and Brown had Molloy-tweaked GM products. All the Lolas were Goodyear-shod, Stewart's being on 13 in wheels all round, the others having 15 in rears.

Apart from Pedersen and Radisich, the only other New Zealand prospect with a 5-litre entry was Southland constructor George Begg, who had works driver David Oxtan in the latest FM5, a car that bears a remarkable resemblance to the McRae GMI and is running on a Morand-Chev, Goodyear-shod with 13 in fronts and 15 in rears. Oxtan, who drove the Pedersen FM4 to a Gold Star win last season, has completed a double this season with the FM5.

The rest of the field comprised Formula 2 cars, and, with two exceptions, driven by residents. The exceptions were Canadian Dave McConnell (Surtees TS15) and Japan's Noritake Takahara (Brabham BT36). The locals were Ken Smith and Baron Robertson in March 722s, and Kelvin Cameron (Brabham BT20C) who has been going inordinately quickly in a comeback, after two years out of racing, in the ex-Robertson car.

## PRACTICE

There were four practice periods that were officially timed and they were all held in temperatures in the 80s, with Auckland's usual high humidity just to add to discomfort. But the most discomfiting feature for the contestants was the introduction of a pair of chicanes—said to have been installed in the interests of safety—one about two-thirds down the length of the back straight and the other on the crest of the rise before the shortish start/finish straight, on which are located the pits, just opposite the main grandstand.

Defined by sandfilled drums and large earthmoving tyres, as well as stout wooden kerbs, the chicanes proved to be extremely narrow and the general opinion of the drivers was that they made the circuit more hazardous than it had been in the past. To accommodate the chicanes some extra sealing had to be carried out and, as it had been done recently, it began to break up quickly, helped no doubt by the high temperatures.

To try to consolidate the new surface, copious quantities of cement were spread and this did nothing more than create a dust hazard and make everyone uptight through fear of sticking throttles, although the only one who struck trouble was Posey.

Features of the first Thursday session were the way in which Matich got down to business quickly and Gardner went out in the Stewart T330 to sort it out. Frank G. put in some pretty quick times which Stewart at the outset

McCormack (Elfyn Repco) leads Rollinson's McRae-Bartz Chevrolet





found hard to emulate. Gardner summed up the situation quickly, saying that Stewart had been driving "old duffers" for years and really did not recognise the potentiality of a really good car. As soon as Stewart got the message he started to go more quickly!

With McRae and Posey still awaiting their cars, the first day's qualifying was a bit dull but McCormack, the Elfin works driver who has generally been a bridesmaid rather than a bride, perked things up considerably with some very smooth showings that saw him finish the day with a best of 68 s to Matich's 67.6 s. Stewart, who had come to grips with the T330, managed a good 68.8 s and next to him were Robinson and Bartlett, both of whom ran 70.7 s. Brown managed 71.5 s and Thompson and McConnell, the latter in a little 2-litre Surtees TS15, 72 s apiece. Noyes managed 72.7 s, Pedersen 72.8 s and Smith 73 s.

The track was in reasonably good shape, but the following day, when everyone expected vast improvements with changes in gear ratios to suit the new conditions, overall improvement was not much. McRae was present for the first Friday session, but Posey's Surtees TS11B was still on the outside of the track. McRae, after a few exploratory laps, came down to 69.6 s and then 68.8 s by dint of sliding spectacularly through the chicane on the rise before the pit straight. He pitted complaining that the GMI was shaking itself to pieces, something that was apparently remedied by revising suspension settings.

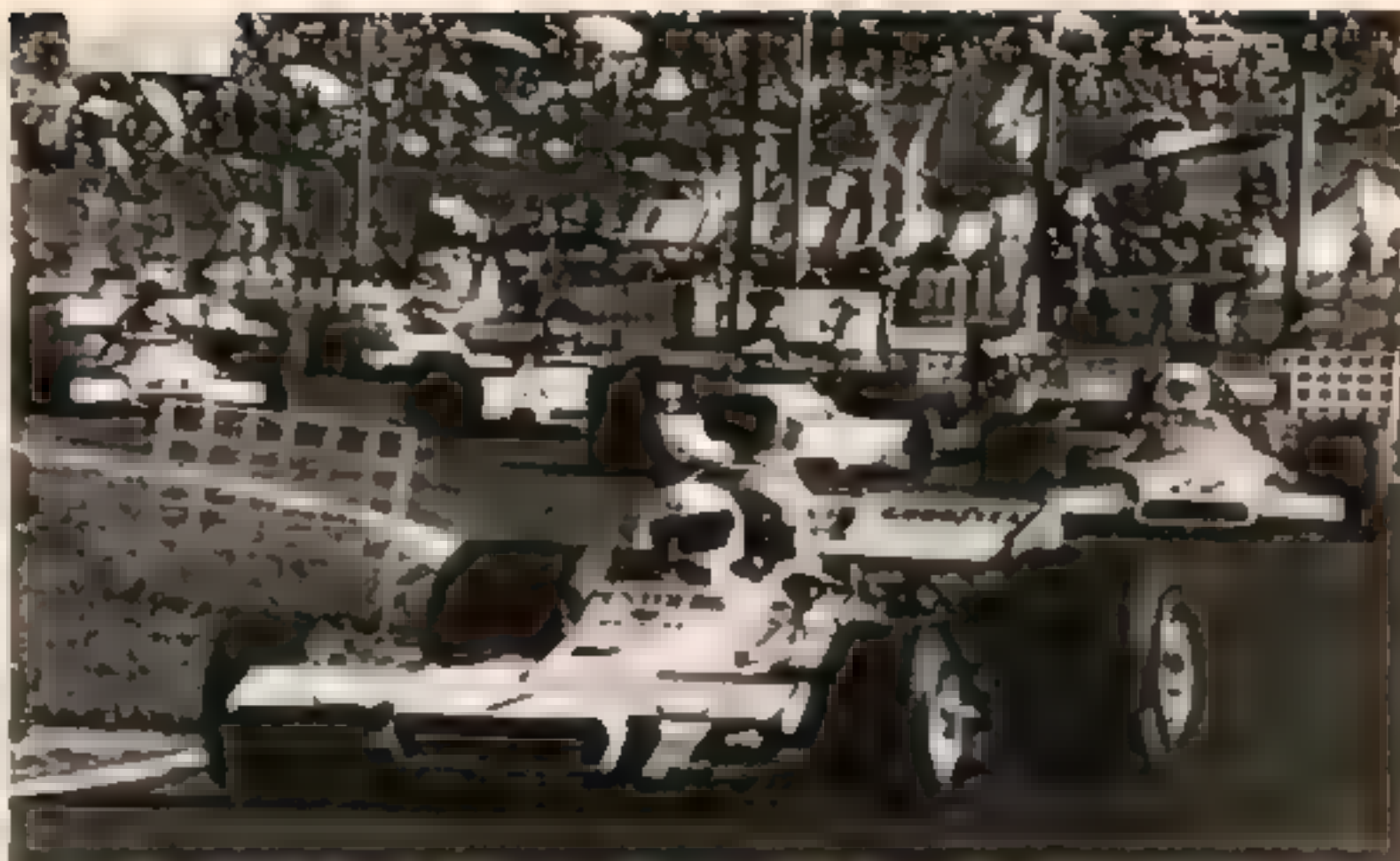
Bartlett, fifth equal with Brown on the first day's qualifying, lost all chance of improving when the clutch in his Lola T300 burst on the third of his warm-up laps. Soon after Matich had a rocker arm bend and so there was some hurried work to make good minor damage before the final afternoon session. The circuit now well coated with rubber and oil, plus bleeding tar from the day's heat, was obviously slower than it had been on opening day, but a number of people managed to improve their times.

However, it was the final afternoon session that settled the positions for the rolling start, although time ran out too soon for some. McRae, with the GMI looking much steadier, started to move, damaged a wheel that was quickly replaced, and earned No 2 place in at the end. Posey, who had put in least laps of all had his throttle jab open upon approaching the back straight chicane, cut the engine, clipped a kerb, damaged a wheel and sat in the pits while the time ran out. Oston, who had all sorts of problems on the first day, finally made 69.2 s to be seventh fastest qualifier as the time ran out. Neither Matich nor McCormack, whose Elfin was breaking up its front brake discs as if they were going out of fashion, could improve on their Thursday times. Most of the others managed to chisel away a few fractions of seconds.

By the time it was all over, all that was evident was that the Antipodean drivers were on top of it all and, once again, the men who had placed their faith in the permissible 2-litre racing engines were, to all intents and purposes, out of the picture unless they had luck in the running.

There were people with overnight worries. McCormack's car required new front brake discs from Adelaide. Happily they were flown in and fitted in time for the race. Bartlett's crew had a clutch to replace and Pedersen had a major front suspension rebuild because he had clouted a kerb in one of the chicanes. It was not until race morning that the starting grid positions were announced and there were really no surprises in the line-up. To all intents and purposes everything looked

Takahara 76.2	Dunlop 74.5	Robinson 80.7	Cameron 76.8
Smith 72.1	Posey 71.4	Pedersen 72.6	McConnell 71.4
Bartlett 70.4	Oston 69.2	Noyes 71.0	Brown 69.5
Rollinson 69.0	McCormack 68.0	Thompson 69.2	Stewart 68.1
Matich 67.6	McRae 67.8		



First lap at Champion Curve Matich (1) leads McRae (22), followed by McCormack, Thompson and Rollinson (21)

fixed. However, some of the entrants wanted shakedown runs and these were permitted about an hour and a half before the race was due to start. They cost Oston, the main resident hope, his chance. Radisich, who had practised late and not qualified, was allowed to go out and he lost his Repco-engined McLaren M10B on the rise just before one of the new chicanes. There was no way Oston could avoid him and the Begg FM5 ended up with a left hand front wheel pushed back almost to the cockpit. George Begg and his crew immediately set out to repair the damage, but the race had run two laps before Oston joined it. Radisich was a non starter.

## RACE

With Oston biting his fingernails, the field lined up about 200 yd behind the grid. The chicane on the rise behind made the usual flying start quite impracticable. Before everyone except Matich realised what was going on, starter Laurie Powell dropped the flag and the 20th New Zealand Grand Prix was on. Matich shot into the first right-hand sweeper, Champion Curve, followed by McRae and McCormack, with the rest of the field in confusion. The three held their positions through to the chicane just before the pit straight and Matich and McRae appeared to squeeze through side by side. Matich slowed dramatically and swung to the inside of the track, while McRae continued at unabated pace on the outside and McCormack shot between them to assume the lead that he was not to relinquish and he shot through to Champion Curve with McRae behind him, followed by Stewart, Thompson, Rollinson, Bartlett, Brown, Posey, Noyes, Matich, Dunlop and McConnell. Next time round Matich and Smith headed into the pits, Matich for a brake check and Smith with an engine ailment.

After five laps McCormack led McRae by 2 s and there was a gap back to Rollinson, who was followed by Bartlett and Thompson. Brown and Posey Stewart had retired a lap earlier, having damaged his suspension by hitting a kerb in one of the chicanes. McCormack, McRae, Bartlett, Rollinson, Brown, Thompson and Posey had completed 10 laps when Matich rejoined the race, well out of contention. Behind this leading group were Pedersen, going steadily, Dunlop and McConnell.

The Elfin seemed to be going well and McCormack was circulating regularly at 68.8 s a lap with McRae about 2s in arrears and Bartlett a further 15 s back. Rollinson, Brown, Thompson and Posey formed the next group, while Pedersen led the rest.

With McRae throwing out a strong challenge to McCormack, the situation changed when Bartlett had a valve drop in his Lola

T330 in the 17th tour. That left Rollinson in third spot, but 27 s behind McCormack and McRae. The latter's race chance exploded when he pitted with a punctured front tyre after 20 laps to admit Rollinson to second place, with Brown, Thompson and Posey next, and quite a large gap back to Pedersen who was followed fairly closely by McConnell. McRae's stop cost him 65 s and he rejoined the race in seventh place, just ahead of Pedersen. Rollinson now started to boot the GMI along and he had whittled about 10 s off McCormack to be some 17 s behind the Australian after 30 laps. Brown was now running third, with Posey, Thompson and McRae next in line. Pedersen was still well in command of the next bunch, a number of whom had been in and out of the pits.

Rollinson now proceeded to gather in McCormack at the rate of about a second a lap, but McRae was the man who was really motoring. On his 37th tour he unlapped himself and was up in sixth place. In the process he had made fastest lap of the race in 67.7 s. In the meantime Rollinson had drawn in to be only 1 s behind McCormack, but the latter, who had lost third gear, held on and kept his cool, the extremely wide torque band of the Repco V8 being a decided advantage on the stop-go circuit.

At 45 laps McCormack and Rollinson, nose to tail, had a 52 s advantage of Brown whose engine sounded very sour. McRae, next, was closing in and then came Thompson, well clear of the very steady Pedersen. Posey's race ended in this lap when his throttle jammed open wide and he ran out of road into an earth bank, damaging the TS11B but not himself. The pattern changed when McRae, whose engine was overheating, made a fleeting pit visit after 46 laps. This dropped him back to be fifth behind Thompson, and just ahead of Pedersen. He was obviously in trouble but he pressed on. Brown, whose Lola T300 had been running on anything but eight cylinders for quite some time, was finally forced to abandon when a fuel line broke.

And so all that remained in the race was the nose-to-tail McCormack-Rollinson duel. The Australian held on to win by 0.6 s. Thompson was third a lap down, then came McRae and Pedersen, on 56 laps and Ken Smith kept the locals in the picture by finishing sixth in the first 2-litre car to finish, despite a couple of pit stops. Takahara, who had driven steadily in the Brabham BT38, was next and the only other classified finisher.

Thompson Cup round 1, 36 laps  
1 John M. McCormack (C) - Repco 58 laps 1 h 7 m 41.8 s, 64.46 mph - 2 Alan Robinson (M) - 56 laps 1 h 7 m 42.4 s, 63.7 mph - 3 Steven Thompson (Chevron) 45 laps 1 h 7 m 42.4 s, 63.7 mph - 4 Graham M. Rae (M Repco) 46 laps 1 h 7 m 42.4 s, 63.7 mph - 5 Gary Pedersen (Begg) 46 laps 1 h 7 m 42.4 s, 63.7 mph - 6 Ken Smith (Aston) 46 laps 1 h 7 m 42.4 s, 63.7 mph - 7 Takahara (Brabham) 46 laps 1 h 7 m 42.4 s, 63.7 mph - 8 McRae 46 laps 1 h 7 m 42.4 s, 63.7 mph - 9 Pedersen 46 laps 1 h 7 m 42.4 s, 63.7 mph - 10 Smith 46 laps 1 h 7 m 42.4 s, 63.7 mph



# Abarth's five wins earn Championship

By JEFF HUTCHINSON

As well as playing a valuable supporting role to the Manufacturers' Championship events, the 2-litre sports cars' main objective has been the European 2-litre Championship. Once again the three main contenders were Lola, Chevron and Abarth, and after a win each for Chevron and Lola in the first two years, it was Abarth who took the honours last year. Although they clinched the championship at the final, poorly supported, round at Jarama which clashed with the first round of the Springbok Series it was nevertheless a justifiable win—it was their fifth out of nine Championship races.

Despite the often very close racing and interesting technical developments in this championship it did not prove very popular among spectators or organisers. A starting prize money scale of around £6000 per race contributed towards the fact that five of the original 14 races were cancelled, while this year other dates already seem in jeopardy.

The championship, however, has a strong hope of getting off the ground next year, for participation of a works car from March, plus others likely from Renault Alpine and GRD as well as the current three, may attract the necessary interest from spectators, organisers and competitors. More star drivers would also assure this, the lack of name drivers the main criticism of 1972's events. But until the dates are organised, where possible, to pre-

vent clashes with more important events, these drivers will never be available.

Of the regular drivers running in last year's events it was the talented Italian, Arturo Merzario, who stood out as the most successful. He played the major role in clinching the championship for Abarth as well as the drivers' championship for himself. He scored three fine wins and a third place, while in the two other races in which he failed to finish he was well placed or leading at the time.

For the Osella-Abarth team, which came under the control of Enzo Osella at the end of 1971 after Carlo Abarth sold out, it was a golden year. As well as Merzario's wins Joine Hezemans and Derek Bell scored two more for the Turin-based team, making their outnumbered chassis by far the most successful of the season.

The team's formula for success was a simple and effective one. Osella himself reworked the 2 litre Abarth engines to produce around 270 bhp at the beginning of the year. He left the redesigning of the original Abarth chassis to the ex-chief engineer who redesigned the rear suspension, fitted new bodywork (for which the nose had made the brief appearance the previous year) and the heavy cumbersome Abarth gearbox was replaced by the far superior Hewland FT 100. Osella had hedged his bets by building a

Lola-Abarth version, putting his own successful engine into the proven Lola chassis should his own not work.

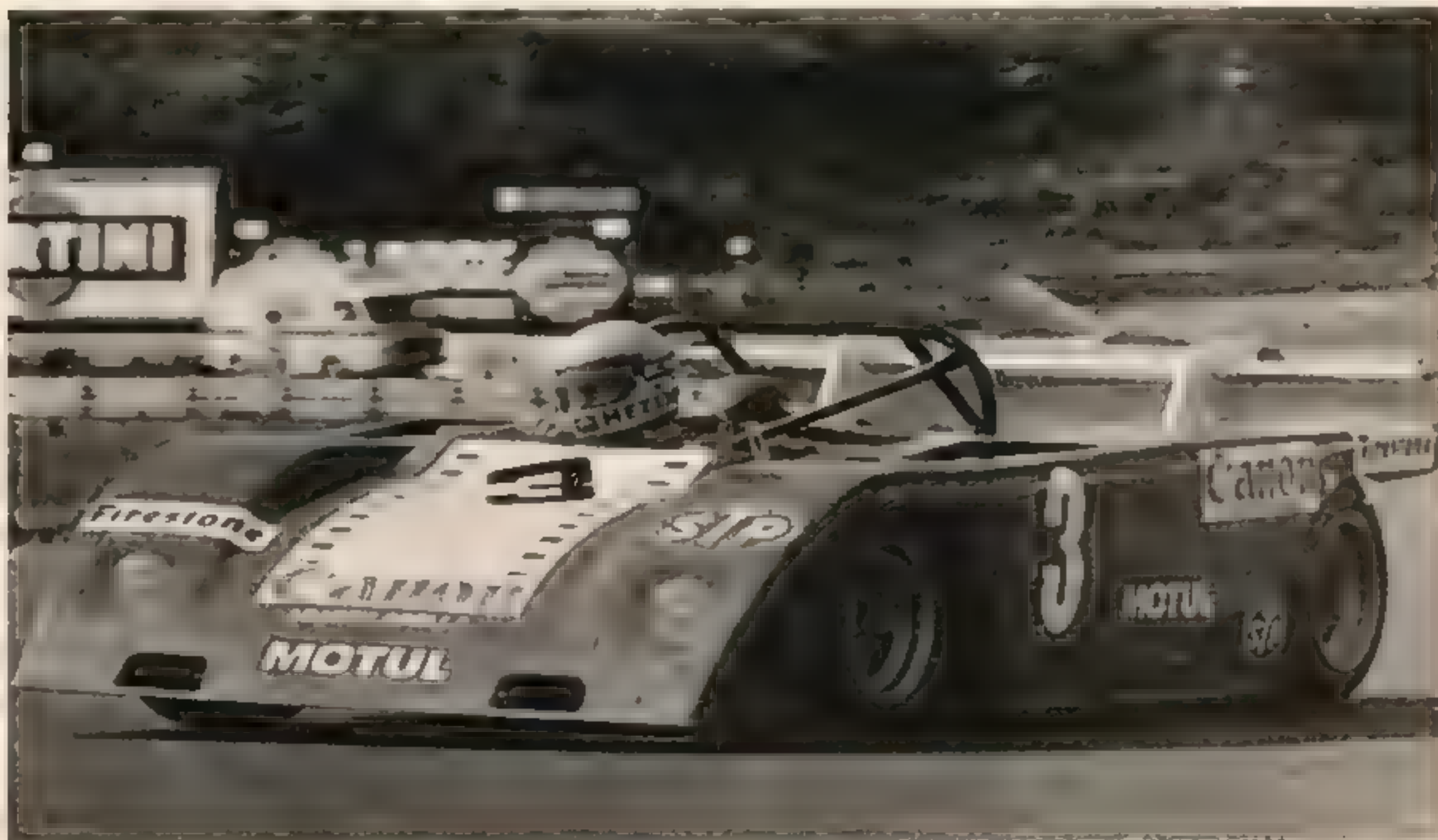
By the very first race at Paul Ricard it became obvious that his all-Italian combination was as good, if not better, than any other chassis. Merzario led the race by 40 sec before coming to a stop with a broken wish-bone pick up. It was not a fault of the car, more of Merzario's unnecessary kerbing tactics which had put him out for exactly the same reason the previous year. At the beginning of the year it looked as though Merzario was as wild as he had previously been. But after driving for Ferrari at the same time he suddenly developed into a fast, thinking driver who looked after his car a lot more. The result was that he started winning races instead of just leading them.

Hezemans and Bell shared Canon Cameras' car but unfortunately did not appear on many occasions. Towards the end of the year a third car was run for Jorg de Bagration, who changed from Lola to Abarth after a deal had been made between Osella and de Bagration involving Fiat and CS sponsorship for the following year.

Older Abarths were run via the works team for paying drivers on a couple of occasions. But they were essentially support cars without being any real threat to the opposition. The only race appearance of the Lola Abarth was at Vallelunga where Carlo Facetti drove it and battled for the lead. It eventually finished well down after a fuel line had broken in the closing stages. After this promising showing the car wasn't seen again in any of the championship races.

Probably the strongest numerically, and the favourites at the beginning of the season, was the Chevron marque. Although the works failed to run a car for the first time, the semi-works Red Rose Racing team of John Bridges—one of Chevron's directors—ran a three- and four-car team as professionally as any. A big transporter, several spare engines at every race, a full time team manager and excellent preparation looked very impressive. But bad luck at the beginning of the season, plus various other problems

Although Abarths were numerically thin on the ground, the Italian team were given victories by Merzario, Bell and (below) Hezemans





throughout the year, resulted in little success compared with the effort. All four cars were sponsored by generous Tergal/Montjuich money from Spain with three Spanish drivers, José Juncadella, Niki Bosch and Paco Josa sharing two of the cars. Unfortunately none was up to extracting the best from the cars, their best combined result being a third place by Juncadella at the poorly supported final race.

The team's star driver was John Hine who had driven well the previous year. After going very well in the opening races, especially Vallelunga where he was put out while holding a firm lead, his season came to a disastrous end at Silverstone's Martini International. He crashed in practice going into Woodcote due to a punctured tyre and the car was destroyed. Hine was in hospital for three months with a broken back and burns. Fortunately he made a strong recovery and should be heading the team's attack this year. Various other drivers were put in the replacement car, including Howden Ganley and Jody Scheckter. Both went well but were delayed or put out by engine dramas.

Chevron proved by far the most popular mount for the private teams, especially English-based. The most successful of these were a pair of Canon Cameras-sponsored B21s for John Burton and Bob Wollek. Burton proved to be one of the quickest drivers of the championship with his car, and scored a fine win at Barcelona. Other good places also came his way despite endless dramas and he finished second overall in the drivers' championship. With better luck for Burton, and were it not for Hine's accident, the story may have been quite a different one for Chevron. Both these drivers look like racing for the Red Rose team next year.

Potentially the most competitive Chevron of the year was the experimental 2-litre BMW-powered car of Dieter Quester, whose connections with the BMW family saw him doing the race development work for this very quick engine. He won first time out at Salzburg, scoring Chevron's only other win, while he also took second at Dijon. Unfortunately the car was wrecked at Enna after a tyre had gone flat and he hit the barrier. The car

was never rebuilt, for this was also about the time the March-BMW tie-up was being negotiated, and to have the Chevron winning races with BMW power would have proved embarrassing.

Beside these sponsored cars few of the private runners had much success, Trevor Twaites being the most highly placed private runner with a second at the Nürburgring.

Like Chevron, Lola scored just two wins. The first of these was at the opening race where Gérard Larrousse took a two-year-old updated T210 to a win ahead of all the year's latest machinery, including the latest Lola T290 which superseded the T212 of 1971. Unlike the Chevron B21 which replaced the B19, the Lola T290 was considerably different from its former model. The body shape had been altered to the Chevron shape; the sub-frame had been altered to take the Vega engine planned for this season; and the suspension had also been redesigned to suit low profile tyres which came in at the end of the previous year.

The only strong Lola team had its own problems, while most of the private runners using the latest Lola T290s were not really competitive. The main Lola hope lay with the two-car Filipinetti/French Tobacco Corporation backed cars of Jo Bonnier and French newcomer Jean-Louis Lafosse, who tied up the sponsorship. The team started with Lafosse having a big accident at the second race and the other car suffering engine troubles as a development car for the new Vega engine. The sad death of Jo Bonnier at Le Mans saw the team and the Ecurie Bonnier workshops (plus the European Lola agency) lose its way for a while and things never really worked out. Vic Elford put up a good performance in the team car at the Nürburgring before retiring with engine trouble. He managed to score a second at Enna, but ironically it was a lucky Lafosse who scored Lola's only other win, at the Nürburgring after all the leading cars had run into trouble.

Running under Ecurie Bonnier colours a customer team arrangement was organised by the Bonnier Equipe for all the European "private" runners who wanted racing without the problems of preparation. Although basic-

ally a sound idea, poor management after Bonnier's death saw things fall apart, while none of the drivers put up any good showings.

The only professionally run private T290 team was that of Guy Edwards who was sponsored by Barclay's International. Edwards was the only English runner with a T290, his car also backed by the works. Although Edwards failed to win a championship event he was always one of the front runners. His driving ability improved a great deal throughout the year after his successes in the previous year's Springbok Series. Unfortunately Edwards spent a lot of time as test driver for the Cosworth EA engine which in its earlier, unreliable, days no doubt cost Edwards the chance of doing better.

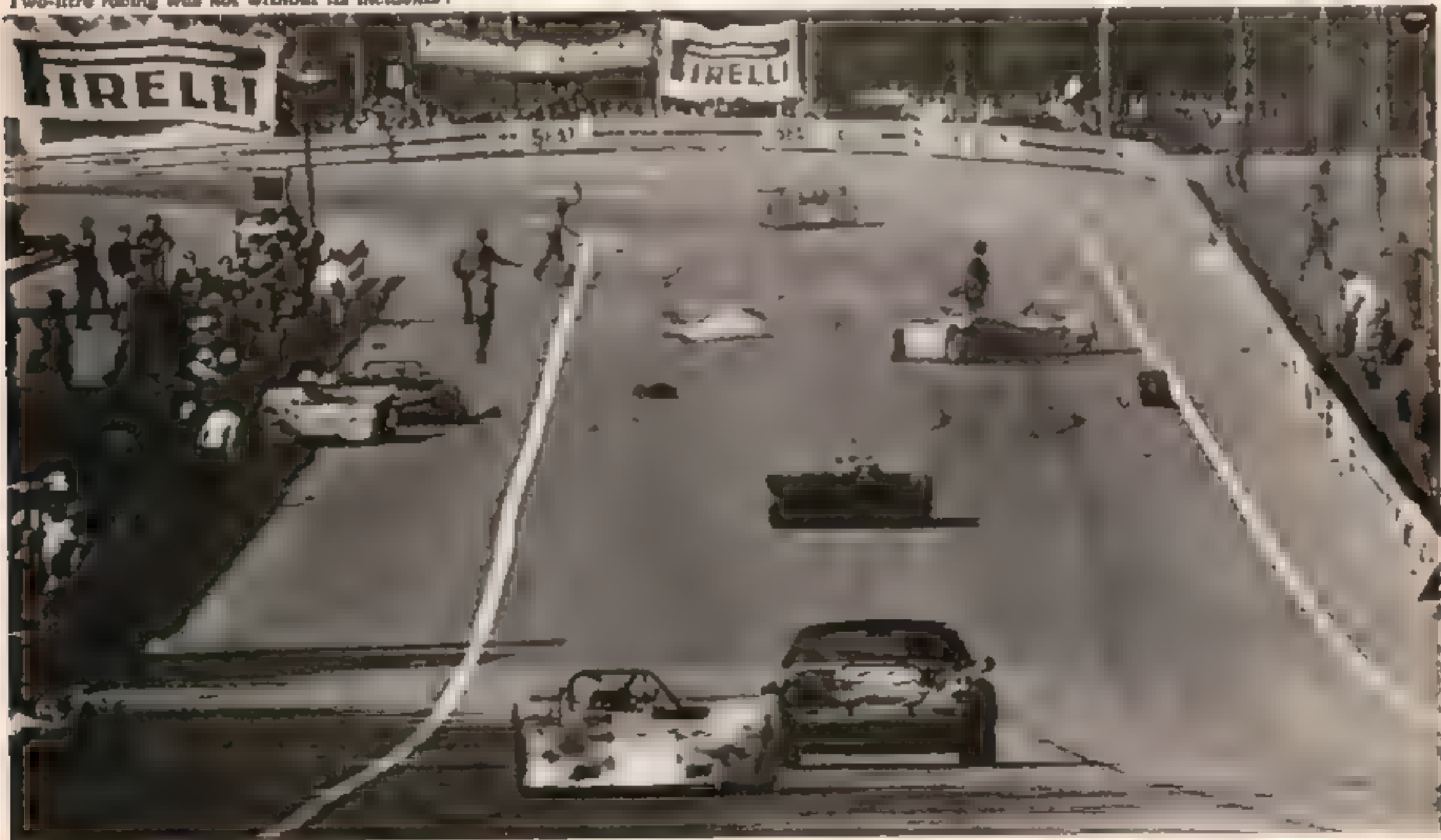
The engine situation among 2-litre sports car racers was as competitive as Formula 2 racing, with each team having its own favourite builder, or still better a different engine altogether. By far the best seen up to the end of the season was the BMW unit used in Quester's car. Although it did not race very much, when it did it was the fastest. This was obviously just a taste of what should be available to March owners.

Of the generally available units the trusty FVC was still the most popular, although few were the original 1800 cc size after various tuning firms produced ways of boring and stroking the engines for more performance, particularly torque. Of these Alan Smith of Derby was by far the most popular tuner, his 1900 engines powering the Red Rose cars on most occasions.

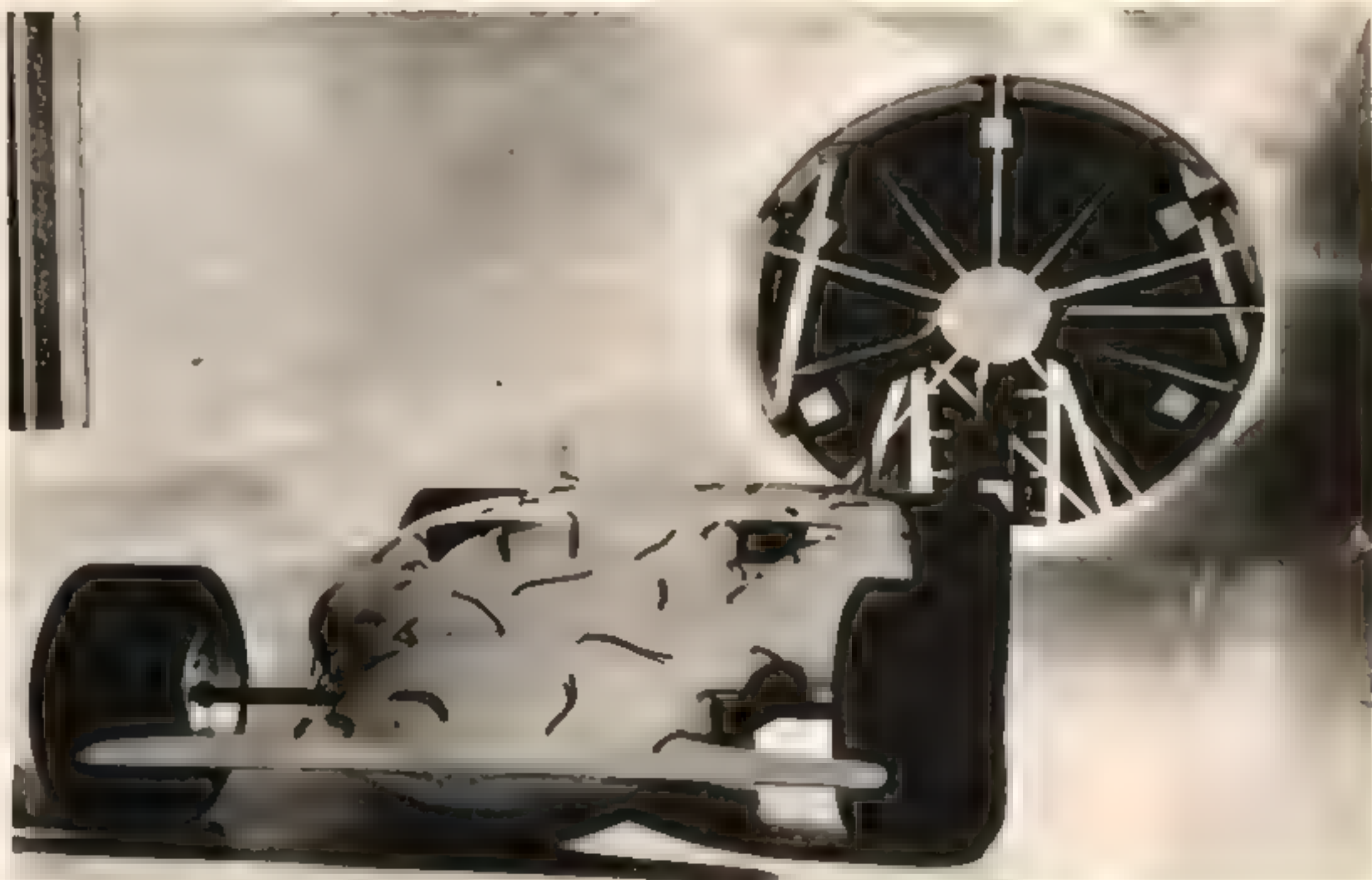
Even the Bonnier tuning side went into the stretched FVC business and tried an 1850 FVC on one occasion but it was over-revved before it could be properly evaluated at the penultimate race of the year.

The most controversial engine of the season was undoubtedly the Cosworth Vega engine which after a rather shaky start in last year's Springbok Series was originally tried by Ecurie Bonnier team at the beginning of the year. More engine trouble saw their team switch revert to their own self-built 1800 cc FVC engines. Edwards became the development test driver for a few races, but he ran into trouble and after further modifications to the

Two-litre racing was not without its incidents!







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engine Red Rose also tried one.

In general they proved to be one of the most competitive units, but vibration problems were causing numerous electrical failures to the small relay mounted inside the distributor. This was perhaps the most common retirement problem which was not properly cured until the end of the year when the relay was solid mounted.

The engine seemed very sensitive to temperature changes, the alloy block far less forgiving than the FVC's iron one. A change of piston material cured early seizing problems with the Edwards car and eventually by the end of the season the motor seemed to have some kind of reliability. However, the 2-litre Brian Hart-built alloy 2-litre BDA engine seems to be a far more reliable and just as powerful unit for this year.

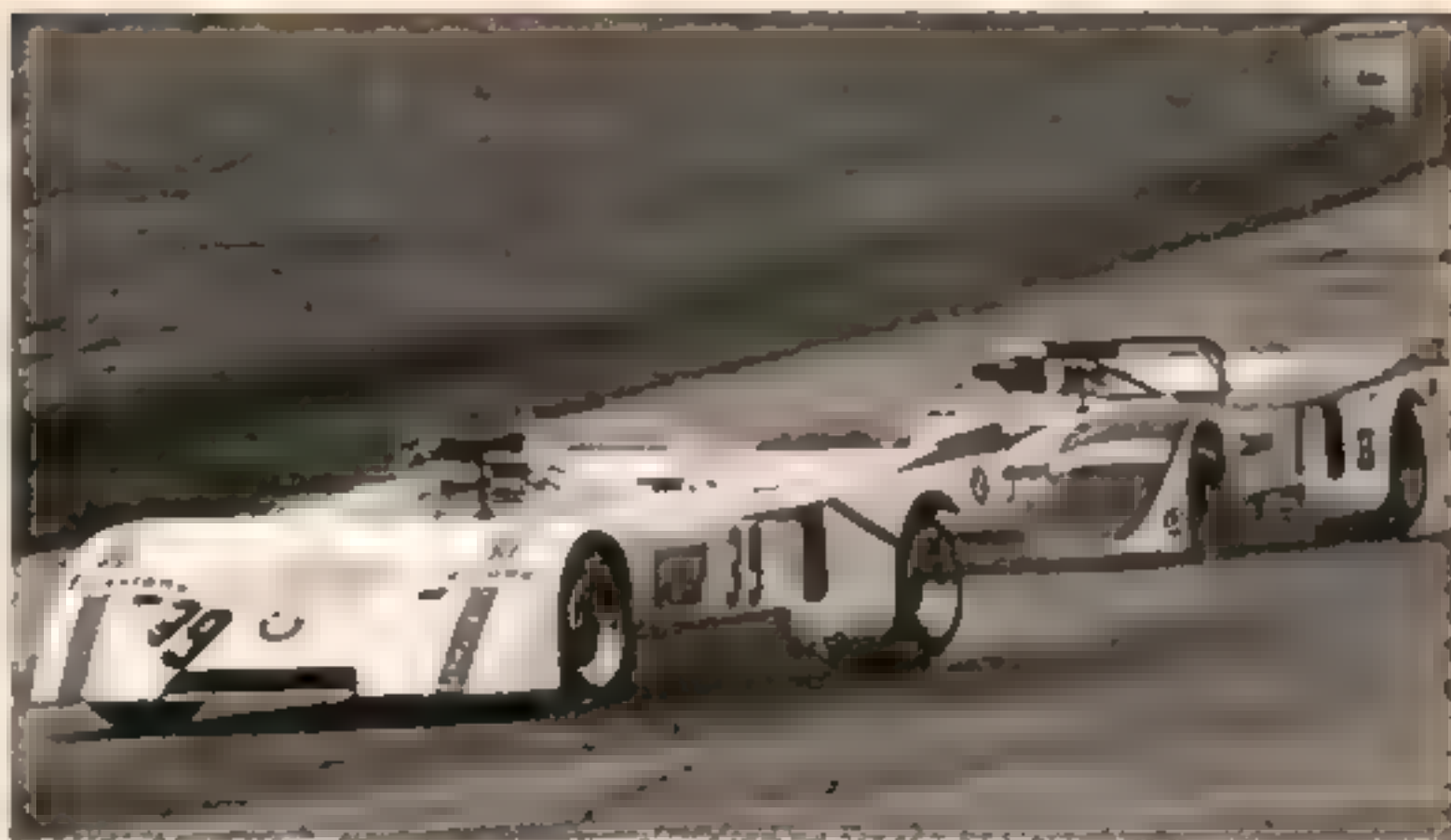
Of all the engines used it was undoubtedly the Abarth unit which had the best all round reliability/performance record last year. After camshaft and distributor mounting modifications, plus reshaping the head and pistons, Enzo Osella squeezed around another 20 bhp out of the engine. His main problem was valve trouble which a change to stronger material helped but did not entirely cure. This put both the cars out at the Nurburgring and others in several other events. Both torque and top speed seemed good, and it was only the Vega, BMW or the extra-stretched 1930 Smith FVC engines which could keep up with it.

The future of 2-litre sports car racing looks brighter than ever from the entry point of view, but unless the organisers and drivers get as interested as some of the manufacturers then it will never really get off the ground.

Prospects for next year's 2-litre series look a lot brighter after the Springbok series held during the winter months in South Africa. Although on paper the series was a Chevron domination, with the new Chevron B23 winning all six races, it was the new challenge from March Engineering with their 2-litre BMW-powered March 735 sports car that kept the series alive.

Good pitwork, a well tried and sorted car and the 100 per cent reliability combined with a very healthy power output of the fabulous 2-litre Hart BDA, proved an unbeatable force. Despite this, March came very close to doing just that in their first serious attempt at sports car racing. Had it not been for a lot of bad luck they would certainly have claimed at least one victory, which they certainly deserved. It was also interesting to note that the BMW was not the Ford-beater everybody thought it would be, and although fast it will be fairly matched with the BDA units of both Hart and Smith. Rumour of a 2 litre FVC based on the FVC from Cosworth, plus other stretched versions of the FVC, are going to provide some close racing. The Cosworth EA's record of reliability seems little better now than when it first appeared a year ago, and Cosworth will undoubtedly be hard pushed to find customers for this engine when the BDA based units are doing so well.

One car not seen in Europe before and which looks like being a regular runner for the revived DART racing team, again using John Miles' services, will be the long awaited GRD 2-litre sports car. With GRD's fast growing reputation for results, this could become a second strong challenge to the Chevron, Lola and Abarth domination of the championship to date. With the recently introduced Royale chassis as well as those previously mentioned, this year's nine-race championship opener at Paul Ricard on April 8 could see as many as eight different chassis and five different engine units sharing places on the grid. With the right drivers as well, sports car racing could once more get on its feet. These 2-litres provide what the current 3-litre World Championship runners seem to lack—varied and competitive competition among themselves. News from the Racing Car Show is that Chevron, Lola and GRD have sold 37 cars between them, so there does not look like being a shortage of entries even if the events are a bit thin on the ground.



Dieter Quester won once at Salzburgring, but the car was later wrecked and not rebuilt. Here he leads one of the Canon Lolas.



Jo Bonnier's season was tragically cut short; here he is seen at Paul Ricard in a Lola T290 (above). John Lepp's B19 is seen at Dijon (below).





# GOODYEAR TYREPOWER GETS YOU PLACES.

## First Place Motoring News/Castrol Championship



Harold Morley in a Ford Escort 2 litre on 180-330/13 G800 Ultragrip Rally Specials.

A Dental Surgeon from Manchester, Harold has competed in this championship many times in recent years.

In 1972 he chose to use an aluminium 2 litre BDA engine producing 185 BHP. A few modifications had to be made during the year, but Harold always insisted on the same tyres. The surfaces for these events are never the same, and Harold's outstanding reliability record is a remarkable testimonial for the tyres.

## First Place Ford Escort Championship



Will Sparrow on 175 x 13 Ultragrip Rally Specials.

Will, R.A.C. British Rally Champion in 1970, always prepares the cars he drives but in this Championship his Escort, which was entered and sponsored by Hodgson's of Retford, had to remain quite standard.

However even with only 62 BHP at the rear wheels he is as quick as many of the finely tuned and more powerful cars. With this reduced power, traction and adhesion become a more important factor, and Will would not fit anything but 175 x 13 Ultragrip Rally Specials.

## First Place Shell/Scottish Championship



Jimmy Rae in a Ford Escort RS 1600 on 175 x 13 Ultragrip Rally Specials.

Jimmy surprised quite a few people when he won the 1970 Shell/Scottish Rally Championship in a Ford Escort 1300 GT.

He used 175 x 13 Ultragrip Rally Specials then and has continued to do so despite the ever increasing power outputs.



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1st	Mike Hibbert/Henry Uddon	Clark & Simpson Ford Escort
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3rd	Reg Mullenger/Gerry Turner	Ford Escort RS 1600
4th	Tony Pond/Francis Cobb	Ford Escort Mexico

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## Porsche dominate Interserie

The hopes of this year's Interserie events growing as good as CanAm were shattered at the rain-soaked opening event at the Nürburgring on Easter weekend. Half a dozen top line cars were supported by a rough collection of also-rans, some of which could have given good entertainment and value for money had they had decent drivers at the wheel. It was almost a foregone conclusion that with Porsche the only manufacturer taking any interest in Interserie the winner would be Porsche-mounted.



Interserie champion Leo Kinnunen.

Last year's champion, Leo Kinnunen, fielded the semi-works car while, with Bosch sponsorship, long time Porsche customer Willi Kauhsen, had a similar model. These two cars were a parallel project to that of the Porsche/Penske CanAm effort. Kinnunen was by far the better driver and with superior machinery seemed to spend most of his time cruising around ahead of the opposition which never proved very strong, especially after his Porsche 917/10 was fitted with its turbocharged engine at the fourth race of the season. The Finn won six of the nine races held.

The turbocharged Porsches were running 4.6 litre engines, unlike the 5-litre CanAm units. These produced more than enough power to win races, so Porsche decided they might as well use up all their old stock of engine spares.

The state of the competition and standard of drivers was reflected in the fact that the only two non-Porsche victories went to the 2-year-old Alcan-backed BRM P167 running an 8.1-litre Chevrolet engine. Howden Ganley's wins were in Austria and at the opening Nürburgring event. The car proved desperately unreliable, however, and beside these two successes the story was a sad one. On two other occasions the chassis broke at the rear suspension pick-up points while the car was well placed, while two engines broken at each meeting were a common happening. Sharing the car with Ganley were Helmut Marko, who led at Imola before the chassis broke, and Vern Schuppan, who, after a great practice time, in his first outing at the Nürburgring and in a CanAm car, did not make the start when both the engines failed before the race.

Other than the BRM and its drivers talent was sadly lacking, and opposition to the Porsches almost non-existent. Some of the other cars were beautifully prepared. McLaren M8Fs proving to be a popular car for the privateer. The most successful of these was Helmut Kelleners who was never too far behind the leaders with his Weisberg McLaren. He looked set to win the second Nürburgring event until the drive went on the last lap. Regular placings behind the Porsches earned him third place in the championship behind Kinnunen and Kauhsen.

Teddy Pilette had probably the most potential of the McLaren drivers and the best chance of beating the Porsches with his turbocharged Morand Chevrolet which went very well. Too well for his M8E, and he changed to an M8F half way through

the season. He only managed to finish one race all year and the car, with its extra turbocharging and ancillary equipment was hideously overweight and unsuited throughout the year.

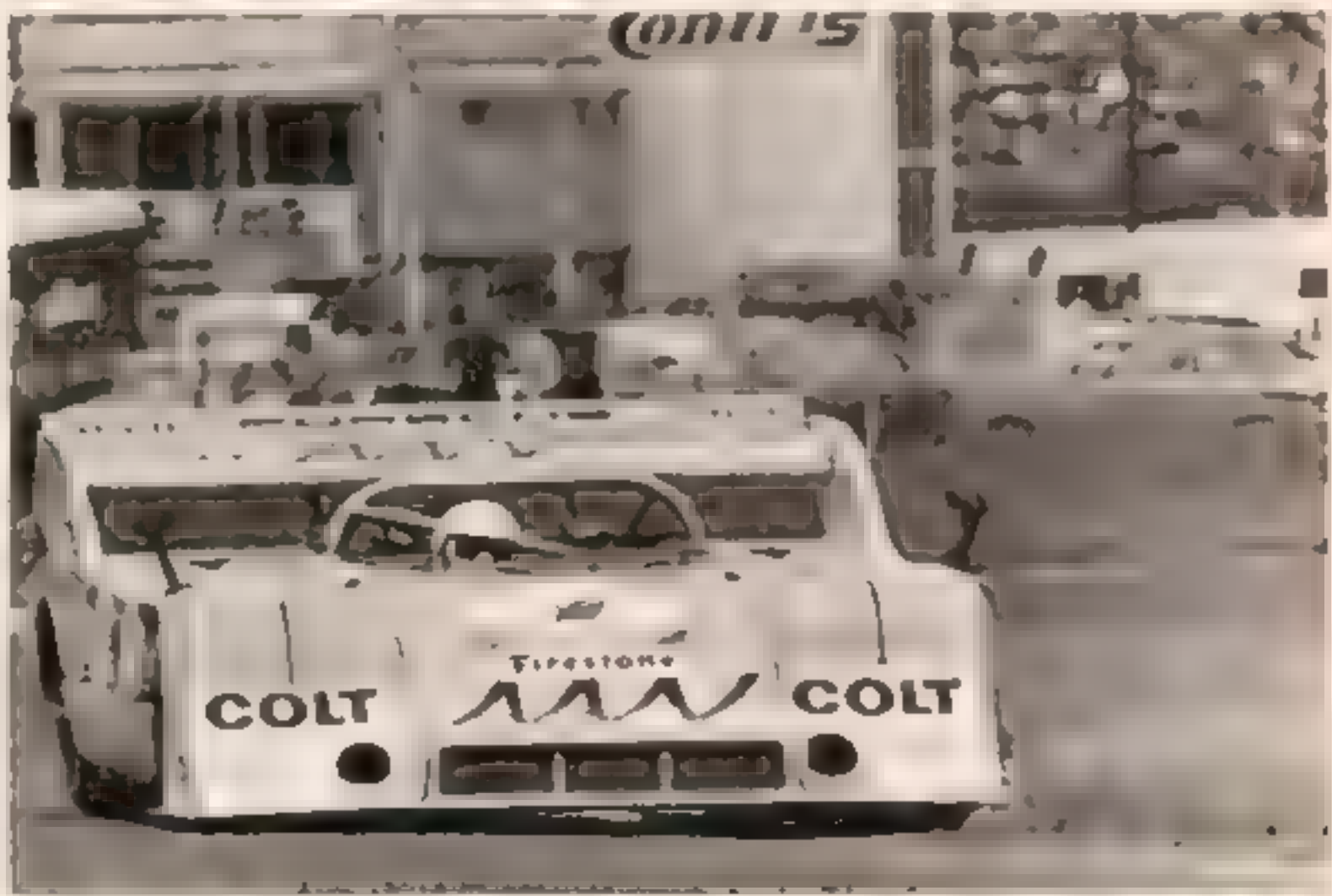
Wealthy privateer Georg Loos had an M8E and an M8E which he used to bring along for friend Franz Pesch. The M8E was written off in a horrifying start line accident at Nürburgring when Pesch lost control and rammed little Herbert Müller's Ferrari 512M, which was entered in most of the races. The Ferrari was destroyed and Müller suffered serious burns. Neither of the German drivers was really up to extracting the best from their cars, while the team was disorganised until an ex-McLaren mechanic was brought in to run the cars. Towards the end of the season Loos showed promise and scored a couple of good places but still has to go a lot faster to be in with a chance.

The ex-Kelleners March 717 went to Stefan Sklenner, who attended every race but did not once manage to finish practice without problems and never made the grid. Three neat, own-built Karasek-Porsches

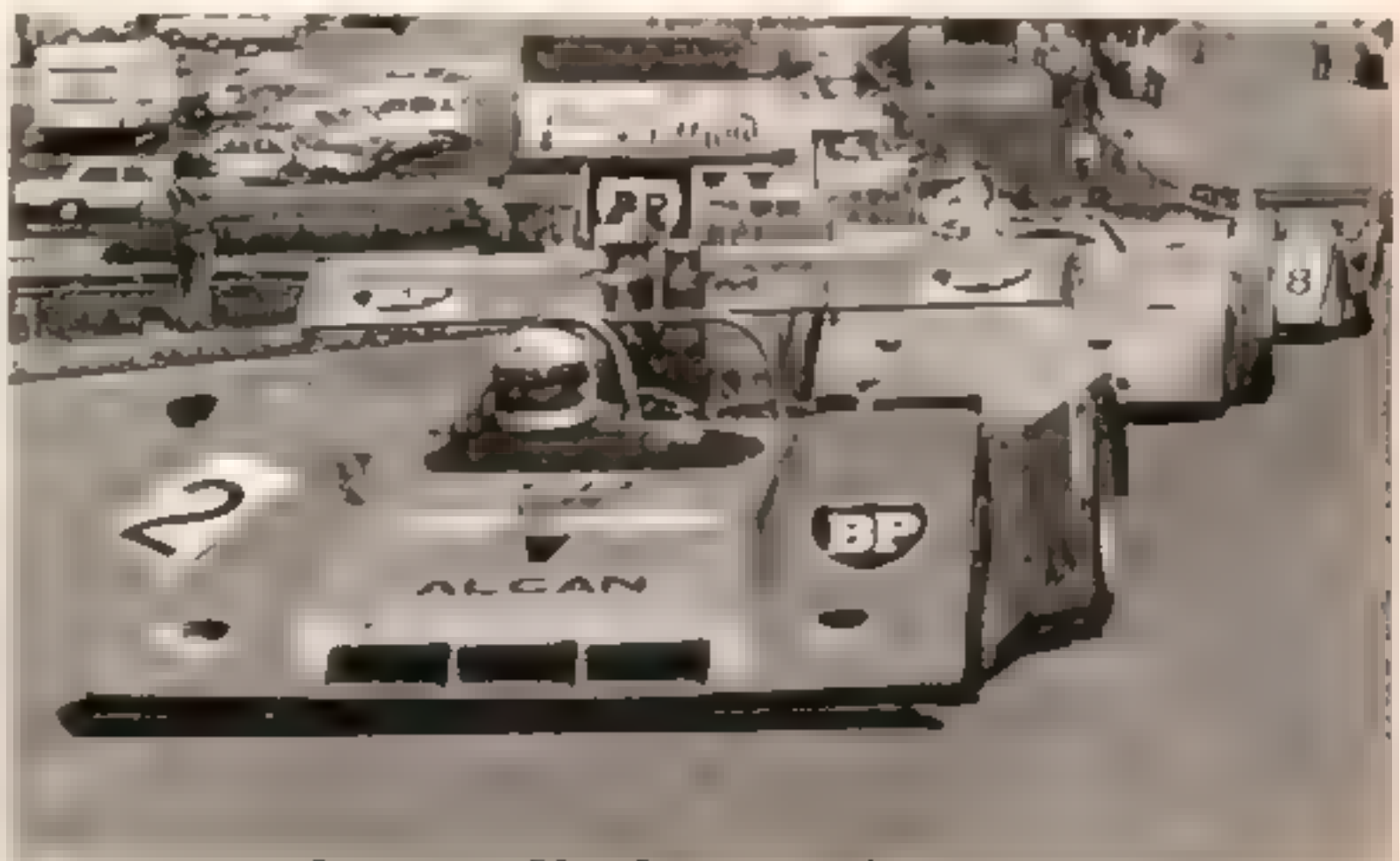
with 2.5 911S engines were some of the better of the regular also-rans, while other odd appearances by Chris Craft in the Piper/White Racing Porsche 917K brightened the racing and gave the slower CanAm cars a run for their money. But even Craft was outclassed in the two-year-old Porsche.

Ernst Kraus showed promise early in the season with a 1971 Porsche 917 Spyder (the spyder version of the 917K coupe as opposed to the new 917 10) but this was written off at Hockenheim after an accident involving a backmarker. He hired the ex-Kinnunen car but then engine trouble at the next race put on too great a financial strain and he was not seen again until the last race of the season.

The future of Interserie looks even blacker for next year unless more good drivers can be attracted, or the rumoured European/American combination between CanAm and Interserie cars can be arranged. BRM have dropped their CanAm project, and like most of the other teams they are finding the expense and effort not worth the rewards despite a £2000 first prize and start money to graded drivers. This has been increased slightly for this year, but is still not sufficient to attract the fresh interest and works support which the championship needs.



At Hockenheim, Kinnunen took the Porsche to one of its six wins. Below, Howden Ganley is seen taking the BRM P167 to one of its two victories, here at the Österreichring.





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Dave Charlton, three times South African National Champion, took his Lucky Strike-sponsored Lotus 72D to yet another victory in this year's championship opener, held at Cape Town on January 6. Second overall, just 22 s behind, was the Tyrrell 004, making its South African debut and capably driven by Eddie Keizan, last year's F5000 champion. These two F1 cars easily outpaced the remaining runners, which included another F1 car, four top-line F2 runners and a mixture of good and mediocre F5000 cars.

For South African race fans, this year's championship promises to be one of the most exciting in a long while. After a couple of lean years with Charlton's Lotus virtually unchallenged, two new F1 cars on the scene, plus the long-called-for introduction of cheaper F2 cars to supplement the F5000 machinery, has brought a much-needed injection of life into the races.

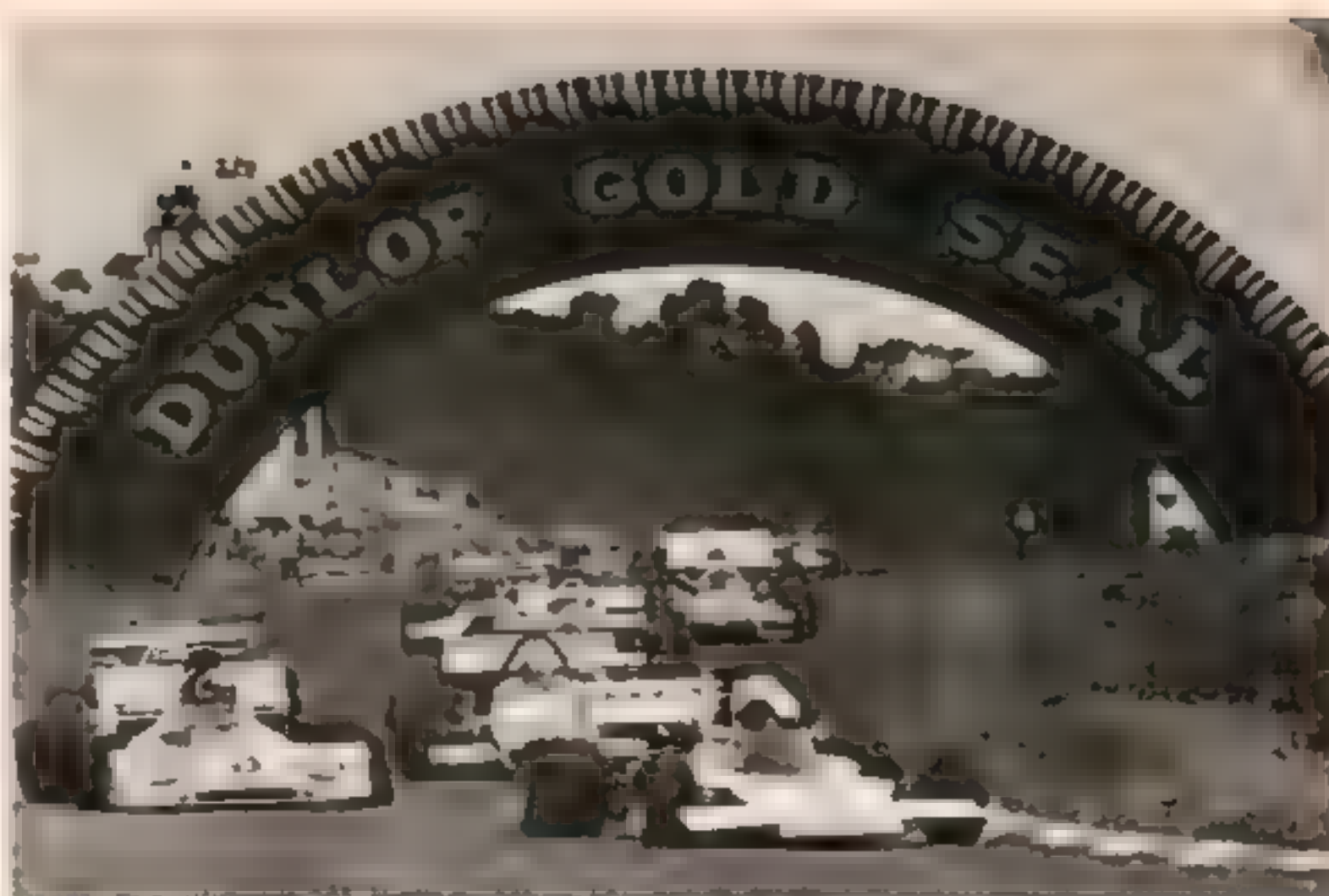
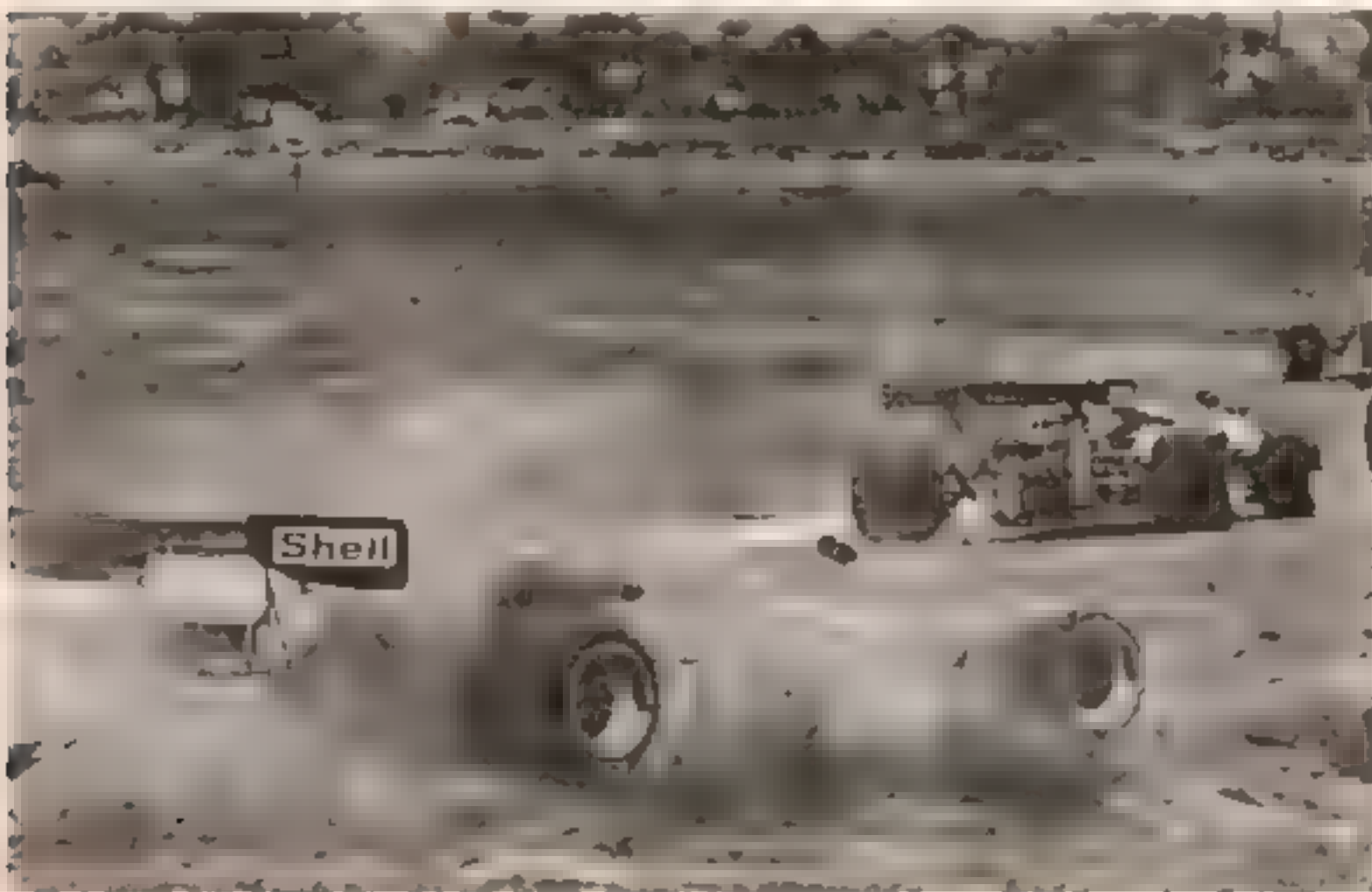
This situation has arisen thanks entirely to the tobacco war between SA's Lucky Strike and Gunston cigarettes. The former sponsor the three F1 cars and an F5000, while Gunston have just imported three new Chevron B25 F2 cars fitted with 1930 Alan Smith FVC engines. Money seems little object, for two of the F1 cars, the Tyrrell 004 and March 721 driven by Meyer Botha, have been imported this year with the aid of Lucky Strike money. Alex Blignaut, SA's "Mr Motor Racing" owns and runs the Tyrrell for Keizan as well as his last year's F5000 Surtees TS5A for "contingman" Niles Nieman.

In answer to the impressive array of weapons, Gunston chose to pioneer F2 in South Africa by buying three untested F2 cars from Chevron. For this first race, and testing purposes, Pete Gethin was imported to drive one of the cars. New signing Ian Scheckler and Gunston old faithful, John Love, drove the other two.

Another F2 runner was Jackie Pretorius, who, with the aid of Clover Ice cream money, bought the ex-Pescarolo Rondel Brabham BT38 which he fitted with a 1900 Smith engine. Also scheduled to be F2 mounted for this race was Guy Turner who has bought the ex-Peterson March 722, but a mix-up over shipping arrangements found it 1,200 miles north in Durban just two days before the race.

On paper it looked like being a close race but with so many new car driver combinations it was not surprising to see Charlton at home while the others were still learning. Charlton, who broke his own lap record of 1 m 9.7 s with a 1 m 8.4 s in practice, took the lead from the start of the 50-lap race. More attention was focused on Keizan, who 10 laps later was still within a few seconds

John Love takes the new Gunston Chevron B25 on to the rough stuff, on the first corner



Dave Charlton's Lotus 72D reaches the first corner ahead of Eddie Keizan's Tyrrell and Paddy Driver's McLaren M10B

## CAPE TOWN

# Revived Championship, but usual series winner

of Charlton

These two slowly pulled out from the rest of the field and were both turning around 1 m 10 s laps despite Keizan's car going off the cam on two corners after a wrong change of second gear just before the race. Charlton also had his problems, a loose steering column and rear wing.

Gunston's day was a black one, for after little time to sort the cars in practice they lost Love at the first corner. He went wide and slid on the marbles into the rough, sandy edge which damaged the nose and radiator. All the cars were handling badly due to severe understeer and Scheckler was the next to go while holding fifth spot around half

distance. An almost scrubbed front tyre and a severe engine misfire sent him to the pits. In practice he had managed only a few laps before the flywheel came off. Despite his problems Scheckler had showed well in his first F2 ride.

Gethin was the last to go, while holding a firm third place although having just been lapped by the leaders with six laps to go. His motor suddenly went on to three cylinders and erupted in a cloud of smoke opposite the pits. The plug replacing the normal water tap in the Ford block had fallen out. The result was a split block and semi-seized engine, an expensive blow-up which was jumped on by the F1 exponents who claim that a change to F2 will be no less expensive than F1. One up to F1—until a DFV blows up, that is.

A disappointed Gethin walked back to the pits, and despite his problems was still delighted with the car which, with sorting, he feels will be much better than last year's car. At this circuit he reckoned it could be lapped in 1 m 10 s without much effort, and in the mid-nines at a push. In practice he managed 1 m 10.8 s before the front tyres started going off.

Botha was lapping a couple of seconds off the mark which was nevertheless a good effort considering his last drive was at this circuit a year ago when he ended up writing off the ex-Charlton Lotus 49. Botha had been holding fifth early on and was catching Paddy Driver's F5000 M10B for fourth when a punctured front tyre lost him several laps. That left Pretorius in fourth place on the same lap as Driver, who moved up to third when Gethin stopped.

As for the F2s it is unlikely that they will ever prove a serious threat to the F1s. But with five in each of the remaining races they may provide the backbone of each race, and help push through the strong opinion that an F2 championship (with the same engines being used in greater local entries for the Springbok series) is what SA motor sport needs.

JEFF HUTCHINSON



# John Wyer: Through Aston Martin and GT40s to Weslake and Mirage

John Bolster examines the V8 and V12 Mirages at Slough

John Wyer has been involved in motor racing for almost the whole of his life. He started with Sunbeam and was concerned in various projects—one remembers him as an HRG driver in some early postwar races—before he became famous as the Aston Martin team manager. He was very badly burnt in one of the two Aston Martin fires in the Goodwood pits but returned to organise the team in many great races, culminating in victory at Le Mans. Perhaps Britain's greatest days in sports car racing were when John Wyer was at Aston and Lofty England ran the Jaguar team.

The next part of the story concerns Ford's decision to go motor racing in a big way. Originally, the intention was to buy up Ferrari, lock stock and barrel, but the deal fell through. So, Ford approached John Wyer and asked him to run the GT40 programme. This was in October 1963 and results were wanted urgently, but luckily Eric Broadley had just produced a most dramatic mid-engined sports-racer and this proved an ideal starting point for the GT40. The firm was called Ford Advanced Vehicles and John Horsman, who had been with Wyer at Aston Martin in 1959, took over much of the load of organisation in 1964.

The object was to build the cars in England, which were to be raced by Carroll Shelby and Holman and Moody. All the GT40 cars, including a small number of road-going versions for influential customers, were built at the Slough factory, with the exception of the Mk 4 racing models, which were American. Though success was not immediate, largely due to transmission problems, Le Mans was won in 1966.

Having achieved what they set out to do, Ford decided to reduce their expenditure on racing and accordingly gave John Wyer the opportunity to buy the complete Advanced Vehicles outfit. With assistance from John Willment, he took over in 1967, reconstituting the firm as JW Automotive. It was fortunate that I. G. Davis, the executive vice-president of Gulf, had bought a road-going GT40 and had previously done some racing himself. So, when Gulf, the oil people, decided to step up their participation in racing, he persuaded the board to give a one-year contract to the newly formed JW Automotive. Indeed, to maintain continuity while developing a special car, JW raced Grady Davis' road GT40 with a racing engine in it.

The first Mirage was the work of Len Bailey and still employed the GT40 hull with a different cockpit and brakes, among other things. It had an excellent Ford V8 engine of 5.7 litres, which arrived at first with immense torque but a disappointing top-end performance. JW modified it with Gurney-Weslake heads to produce 440 bhp, still with all that torque, and it was an engine that was wonderfully insensitive to the final drive ratio, accelerating joyously on almost any gear—it was also reliable.

This type of Mirage was enormously successful and, due to various circumstances, was raced for longer than had been intended. Len Bailey left to work for Alan Mann during this period and Len Terry designed a new car, but this was never really a success, though it won at Imola. Luckily, the old car was still competitive and both types were used during the 1967 to 1969 period.

At this point, Rico Steinemann made an offer on behalf of Porsche to race the 917 and JW had, as John Horsman says, two



Two GT40s sandwich a Ferrari at Le Mans, which John Wyer's team won two years in succession.

good years with excellent drivers, though the comparative failure at Le Mans still hurt. The engine was a very fine piece of machinery though the chassis frame was perhaps a bit antiquated. On the whole, JW had worked well with Porsche and it had been a rewarding exercise. However, by the latter part of 1971 several things happened at once. For a start, the invaluable David Yorke couldn't bear to do another Le Mans and really wanted to get out of sports car racing. John Wyer, too, felt that he wanted to reduce his day-to-day administration work. All this coincided with a decision by Gulf to do something about the ever-rising costs of their racing activities.

The happy solution is that Gulf have ceased to be "customers" but have taken over the administration themselves, leasing the buildings from JW Automotive, so they are not paying retail rates but costs. The size of the operation has been reduced by dropping customer work, the floor space being approximately halved. In parenthesis, it should be remarked that JW still "do" the Cosworth 10s and 11s for Team Lotus, Cosworth themselves only overhauling the 12s, and a JW-prepared engine won the Austrian Grand Prix.

The cars are now entered by Gulf Research Racing Co instead of JW Automotive and John Wyer is director of competitions, report-

ing directly to the main board at Pittsburg. Perhaps the man who holds the whole thing together is John Horsman, who combines great experience in the motor racing world with the very highest qualifications in the field of economics. As the name of the company implies, Gulf learn technical lessons all the time from this operation, for standard everyday oils are used. The great expenditure is also balanced against advertising and for this purpose they regard Formula 1 as useless. The hero-driver gets all the kudos and the car none, but sports cars have two drivers, who do not hog the limelight to the same extent.

After the new setup was formed, Gulf gave the go-ahead for the 1972 programme.

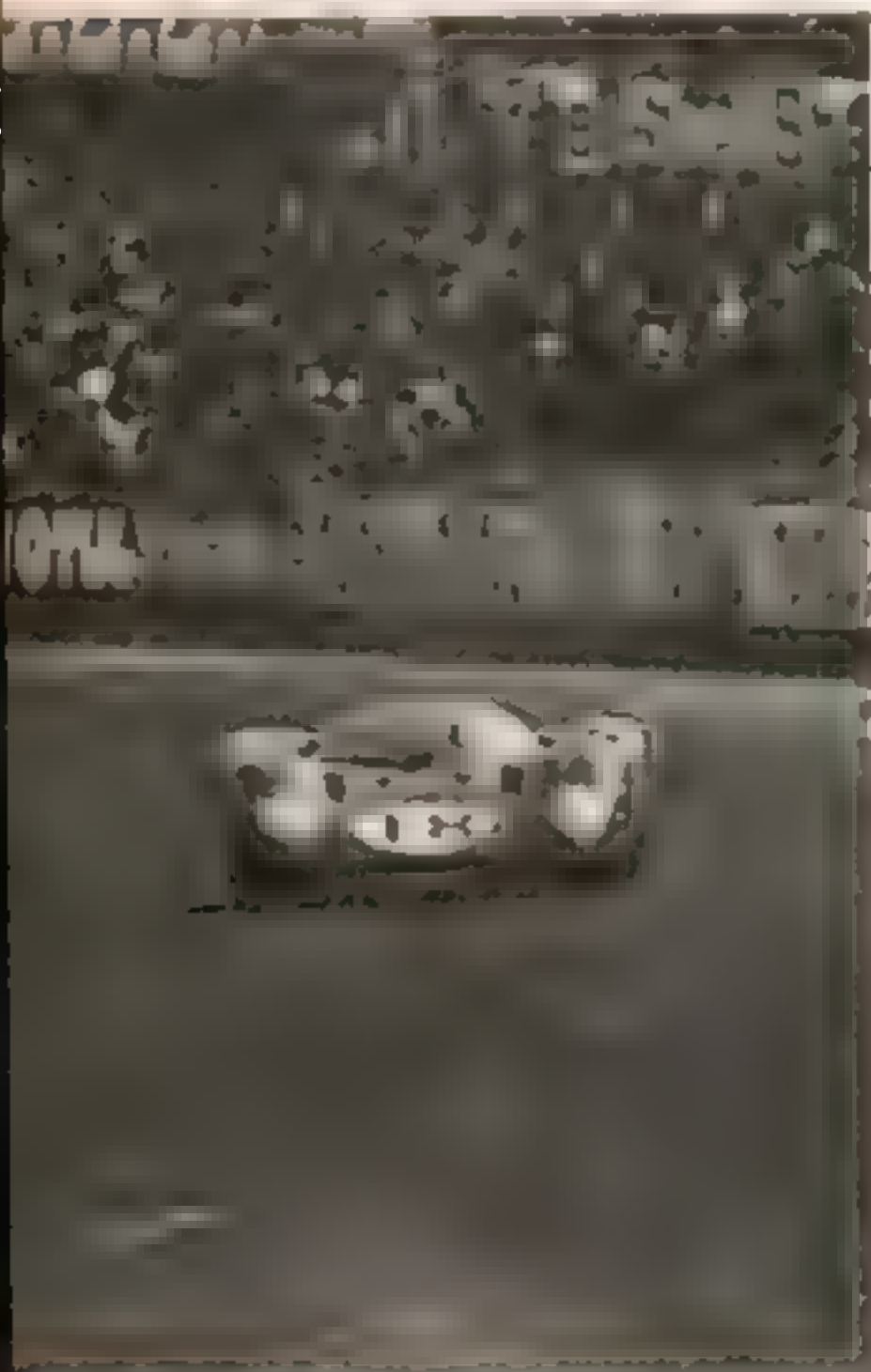
In October 1971. Though the power strike did not slow production at Slough, it caused everything from outside suppliers to be late. Len Bailey, on loan from Ford, designed the new car, but due to these delays it did not turn a wheel until March 1972. It was not surprising, therefore, that problems arose during the early races.

At first, the clutch thrust tended to disintegrate and although this was quickly modified, it has only recently been possible to re-design it completely. Then, suspension springs settled and another make proved just as bad—the car had to run at Brands Hatch with springs of the wrong rate meant for a Porsche. Now, Schmitthelm of Heidelberg make titanium springs for the Gulf-Mirage that are completely reliable. Initially, over heating was sometimes experienced for no good reason, but it was eventually traced to a tricky airlock, eliminated by a new automatic bleed. At Spa, the Mirages were not fully competitive with the Ferraris but getting better. A fourth place instead of third, due to a Cosworth throttle linkage (now replaced) was the result. At Nürburgring, second fastest at a wet practice and overtaking the Ferraris and Alfas to lead the race proved that progress was being made, though rapid cog wear in the Hewland gearbox initiated more serious troubles due to dropping out of gear.



At Austria, a curious trouble in the form of an external water leak caused the plugs to be soaked after the car had gained pole position.

Le Mans was missed, owing to the gearbox problem, but new dogs have now been developed to overcome that snag. At Watkins Glen, overheating raised its ugly head again due to exceptionally high ambient temperatures and to driving close behind the Ferraris. In spite of this and of wilting brakes, third place was gained. It is now accepted that for such conditions a heavier radiator will have to be used and improved brake cooling has been obtained by a re-design of all the ducts. Over 2 000 miles of testing in November—all on one Cosworth engine—proved that the clutch thrust problem is now a thing of



the past and an incipient weakness of the flywheel bolts has also been traced and cured.

I was able to examine the cars at Slough, where they are being prepared for Daytona next month. The L72 aluminum monocoque is riveted and bonded from 18 and 16 gauge sheet, with a little 20 gauge here and there. Mild steel hoops in front carry the suspension, steering, and pedals, while a steel bulkhead supports the engine, which is a stressed member. The upper body panels are of glass fibre and a tubular light alloy frame sustains the rear of the body and the aerofoil above the gearbox; the roll-over bar is also of light-alloy tube of larger diameter.

The suspension uprights are of magnesium with orthodox tubular wishbones in front. At the rear, single top links and parallel paired lower links work with two long trailing radius arms each side. All these parts are similarly of steel tube at the moment, but aircraft light alloys are about to be tried, at first on the practice car only—the same applies to the steering column and gear linkage, and a titanium anti-roll bar will be tested. Hirschmann spherical bearings are used on the suspension and the adjustable light alloy dampers are by Koni. The Borg and Beck clutch has three sintered 7½ in plates and

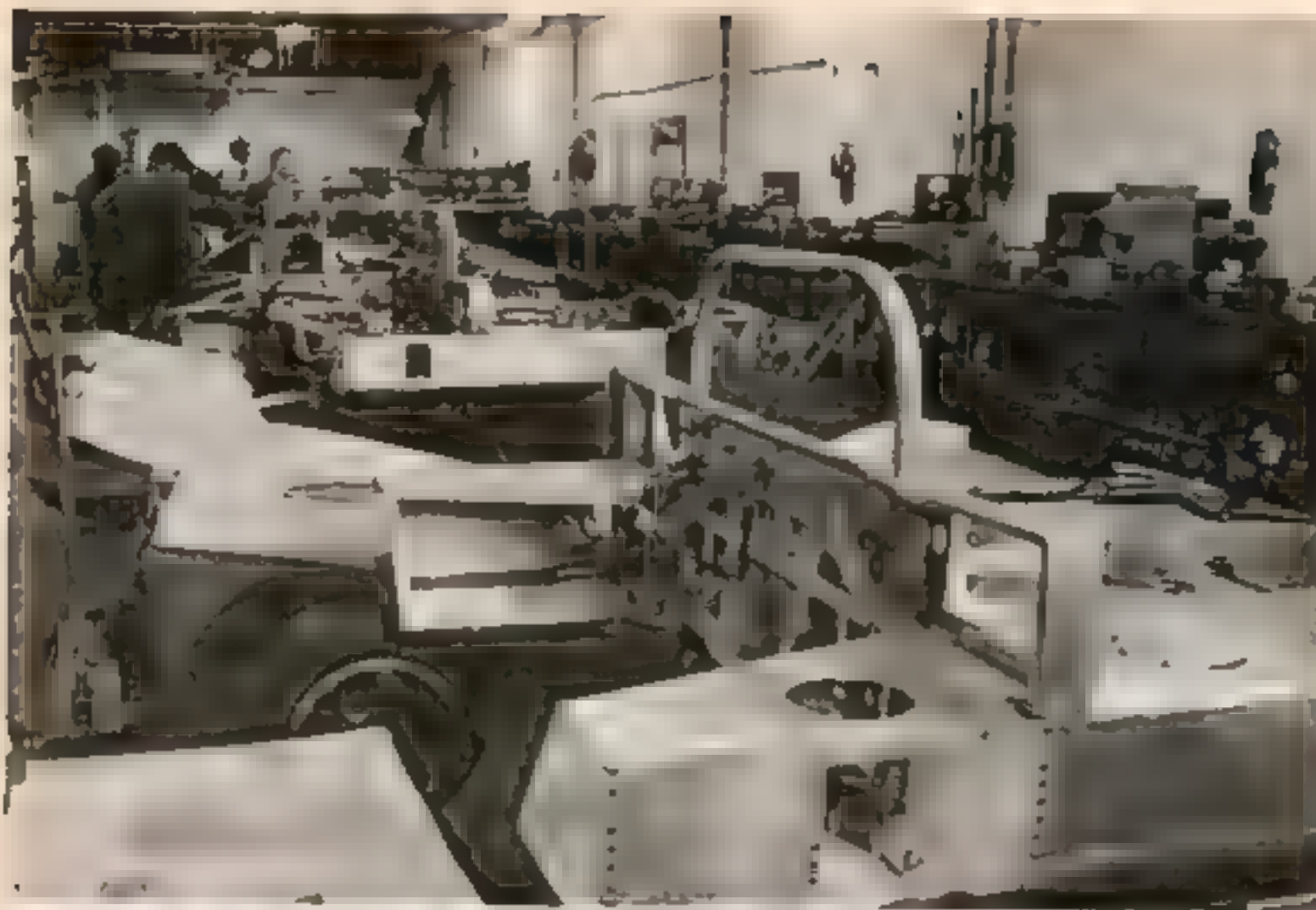


The V6 (foreground) and the V12 chassis for Daytona.

Ichx's Mirage leads a GT40 at Brands Hatch



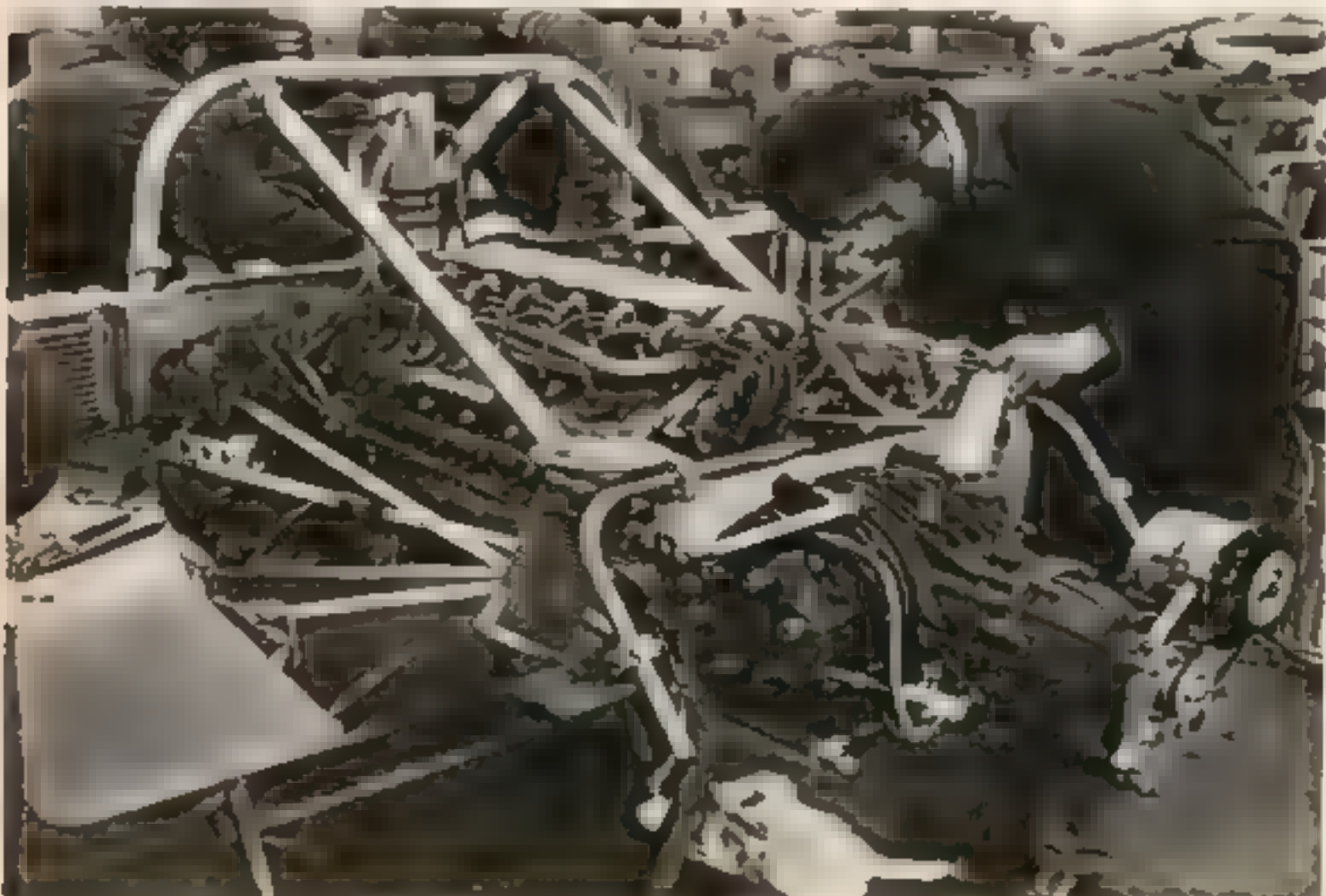




A steel bulkhead supports the engine, which is a stressed member



One of the Gulf GT40s leads a Ferrari at Brands Hatch. Below: Harry Weslake's V12 drives through Hewland's DG300.



the gearbox is the Hewland DG300. Rubber doughnut couplings are used for the tubular driveshafts and the brakes are by Girling. All the discs are at present outboard-mounted but inboard rear brakes are to be tried on the practice car, though with different driveshafts and anyway not for Le Mans.

The centre-locking wheels carry Firestone tyres, both because of a former happy relationship with the company and because Ferrari are on Goodyear. As the Ferrari team are apt to want 100 wheels fitted with tyres in a hurry, it's probably better not to be in the same queue! The shape of the body results from wind-tunnel testing, both with models and the full-sized car. Incidentally, a change in radiator angle of 8 degrees and a slight alteration in the shape of the outlet duct reduced cooling drag by 25 per cent. At present, the stability is excellent and the shape is good for low and medium-speed circuits. The aerofoil at the rear gives as much downthrust as is required but a slightly revised nose will be tried for a little more downthrust in front. Something more radical will have to be done before Le Mans, however, to get less drag while retaining stability.

All the racing has been done on the Cosworth V8 but since August the Weslake V12 has been available for testing. Encouraging at first, these trials began to reveal an incipient misfire, which sent Harry Weslake back to Rye in a hurry. He at once diagnosed the trouble and overcame it, if I may describe a very complicated condition in excessively simple terms I will say that over-turbulence was blowing the flame out. Since the engine has been fitted with Schmitz valve springs, it has shown good reliability.

The Weslake produces more power on the bench than the Cosworth, which predictably results in a higher maximum speed. At present, the Cosworth has more punch out of corners so the lap speed is very similar. However, the Cosworth is running with an airbox, which makes an enormous difference of the order of 500 rpm or 9 mph maximum speed. So far, the Weslake has not responded at all kindly to the airbox and is running without it, but the problem must be soluble when a similar advantage should be gained.

At present, the V8 is giving 6.5 mpg compared with 5.8 mpg for the V12 under similar conditions and the multi-cylinder unit carries a weight penalty of 50 lb as installed. This is partly because the Cosworth has its own alternator and oil filter, but for 24-hr racing the Cosworth's own alternator is insufficient, so a gearbox-driven one is necessary in both cases.

The Weslake was to have had a very neat alternator built into the timing cover, but mounting problems in front render this unsuitable for the Mirage. More figures do not reveal an important advantage of the Weslake, which vibrates far less than the Cosworth. This should stop coolers and header tanks falling to pieces, which they have a marked tendency to do when the Cosworth is used. Anyway, for Daytona two V8s and one V12 will be taken along and the best two chosen. One would imagine that Le Mans should be the Weslake's happy hunting ground.

Having seen the cars being built, I am enormously impressed by the standard of engineering and I am convinced that this is the way to go long-distance racing.

**Cosworth-Ford DFV Engine** Eight cylinders 85.80 mm x 54.80 mm (2993 cc). Compression ratio 13.0 to 1. 440 bhp at 10,000 rpm. Four gear-driven camshafts operating four valves per cylinder. Lucas fuel injection and transistor ignition.

**Weslake-Ford V12** Twelve cylinders: Twelve cylinders 75.0 mm x 54.5 mm (2993 cc). Compression ratio 13.5 to 1. 440 bhp at 10,000 rpm. Four gear-driven camshafts operating four valves per cylinder. Lucas fuel injection and transistor ignition. Triple plate Borg and Beck clutch. Five-speed Hewland gearbox with eight-hand remote control ratios according to a clutch. Spiral beam front drive ratio 9.13. Chassis: Aluminium stressed and bonded monocoque with 9 assembly body sections. Independent front suspension by wishbones, coil springs, and anti-roll bar. Rack and pinion steering. Independent rear suspension by single top link double wishbones at lower links, and twin radius arms, with coil springs and anti-roll bar. Konig light alloy adjustable telescopic dampers all round. Girling brakes with 10.45 in diameter vented discs. Magnesium alloy centre-locking wheels 13 in diameter x 14 in rim in front and 15 in diameter x 17 in rim at rear. Fitted 40/20 0.15 and 34.5/24 0.15 Firestone tyres.

**Dimensions** Wheelbase, Cosworth 93.8 in; Weslake, 94.9 in. Track (front) 56 in (rear) 56 in. Overall height, Cosworth 152 in Weslake, 153.1 in. Width, 75 in. Weights Cosworth 1433 lb Weslake, 1507 lb. **Performance** Maximum speed, 195-200 mph.



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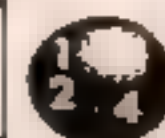
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# XJ6 — Transport in the finest manner

One of the drawbacks to an otherwise enjoyable profession is that motoring journalists are expected to be walking oracles on all aspects of motoring and motor cars. At a party, for instance, I avoid making the nature of my employment known lest I am asked to discourse on the relative merits of, say, a Seat 124 and a Fiat 124. The fact is that so seldom do I drive a road test car that when I do, I am invariably impressed. I take the point of view that every model, after all the market research, design, styling, crash testing and development that goes into it, must emerge with considerable merit. All cars are good; some are just better than others.

I say this as a preamble to a few words of praise for the Jaguar XJ6. As my attitude to road testing is so unprofessional I had to sample something on which I could form a better judgment. What better than a car described by our own technical editor 24 years ago as, "One of the great cars of all time"? It was my first driving acquaintance with any Jaguar, and I was suitably impressed.

It fulfilled its role as transport for four plus luggage in the finest manner. For a start, I found the styling, set off by those functional fat tyres, particularly pleasing. It was a big car, but not over-generous in its internal proportions, an aspect which has been dealt with by the recent introduction of the L (for longer wheelbase) model.

The instrumentation was comprehensive—some might say "cluttered"—and the Connolly leather seating was comfortable and tasteful. I found the heating and ventilation controls rather complicated, and couldn't get enough of either when I needed them. When it became a bit stuffy inside, therefore, I had to open a window, and that glorious silence at speed was lost.

The model I drove had the famous 4,253 cc six-cylinder twin overhead camshaft engine that produces 245 bhp at 5,500 rpm. The gearbox was a manual one with a sensible overdrive switch on top of the lever. With that amount of power, and lots of torque (283 lb ft at 3,750 rpm), it seems almost a waste of money paying extra for the automatic transmission, for top gear was good for 10 and 100 mph.

The power steering was light but a little low geared for my taste, and the vision is superb all round. Once one got used to the length and width, the XJ6 was a very easy car to drive, with tireless steering, good visibility and oodles of flexibility. Yes, I think even one's mother would quickly get used to it, and enjoy it.

A few days before driving the Jaguar I had borrowed a BMW 3.0 Si. The Munich machine is far more expensive, but both are aimed at similar markets, and comparisons are inevitable. They were totally different. While the BMW was a ball of fire, the Jaguar achieved a similar performance with considerably greater grace. It achieved some 125 mph without ever appearing to be overworked. At the legal limit it was casual in the extreme, the rev counter showing approximately 2,500 rpm in overdrive top.

Even with those low profile Dunlop tyres, the ride was very good thanks to the sophisticated all-independent suspension. The brakes—discs all round, naturally—never gave a moment's bother. During 1,800 miles my only worry was when the engine unaccountably died—right in the middle of a blind corner! Breath held, I switched over to the other petrol tank more in hope than expectancy because both were about half full. To my surprise, the engine burst into life once more, and I completed my motoring on only one tank.

As an impecunious journalist, those two 12-gallon petrol tanks were my greatest enemies. At 20 mpg on the motorway, and 16 mpg for touring, it was the price to pay for all that performance, silence, comfort and elegance. At £3,071 the XJ6 is indeed a tremendous car. The V12 model must be out of this world!

Richard Feast

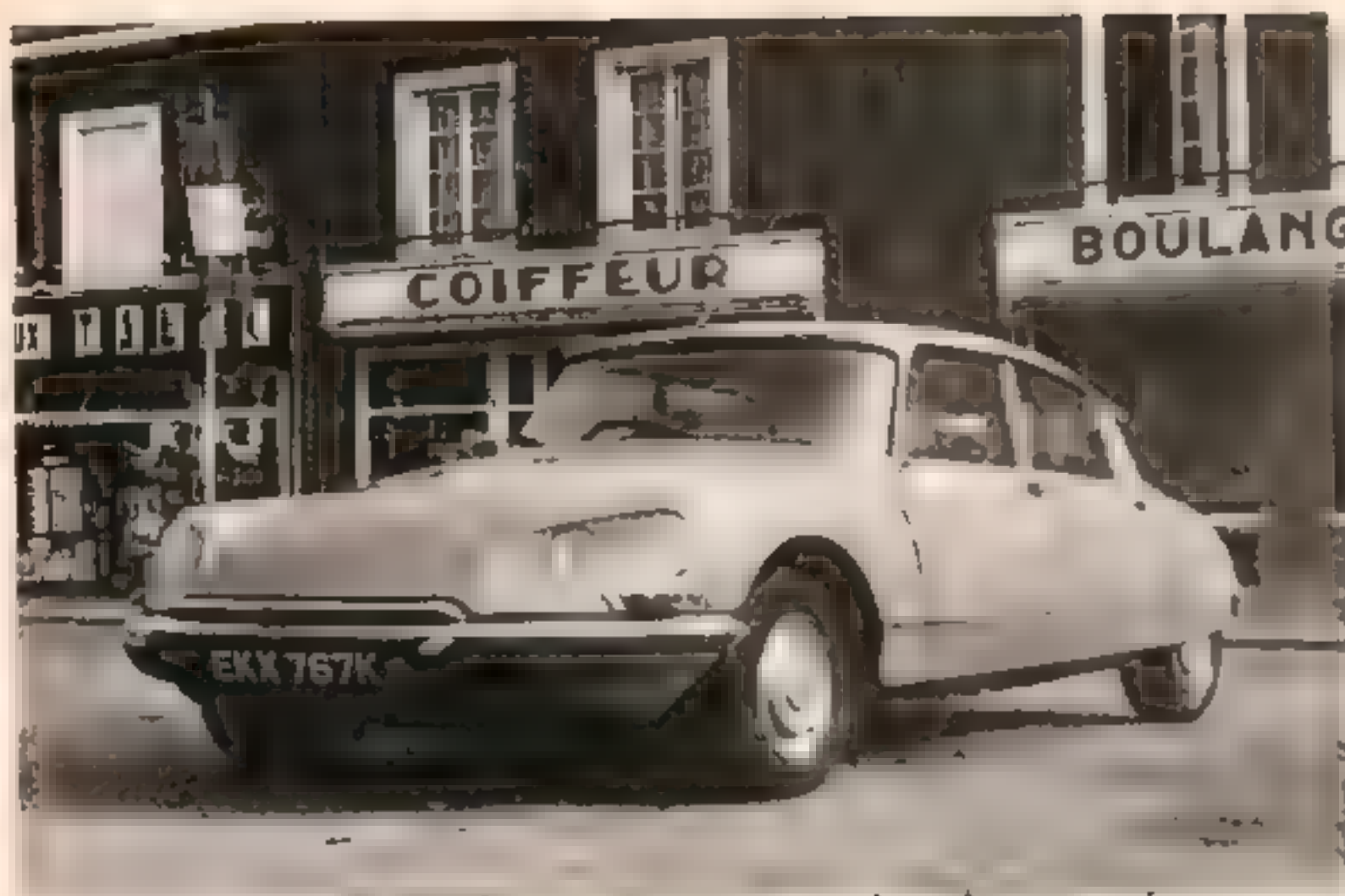


Big but not over-generous, styling is particularly pleasing

Connolly leather seating was comfortable and tasteful







## Citroën DS21 — a superb method of travel

An unexpected business trip last summer to the south of France presented me with an excuse to do something I have long wanted to. When, in my youth, I had ventured on a cycling holiday to Le Mans, I had been greatly impressed by the sight of countless big Citroëns bounding along the tree-lined Routes Nationales. Incredible to relate, 10 years later the Citroën is still very much with us, although its servant is now the autoroute.

It was obvious what I should use as high speed transport to Provence—a Bosch petrol-injected DS21. This model may not enjoy the dominance of French highways that it used to, due to the opposition from various Peugeot, Mercedes-Benz and BMW models, but it remains a superb method of high-speed travel, in tremendous comfort and at considerable economy. If the Guild of Motoring Writers will forgive me for plagiarising a fellow member, the Citroën remains the only car that looks stationary at 120 mph.

The format of my journey was simple. Descending from a Seaspeed hovercraft at Boulogne at about 5.30 pm, I pointed the Citroën south, skirting Paris, stopping for fodder and a couple of hours' kip, I was at Paul Ricard by lunch-time the following day. I don't claim this as any record, because it's far, far from it, but it was all achieved with minimum fuss in maximum comfort. It seemed strange that while I was in a privileged position by borrowing such a car from the British Importers, in France every other Jean-Pierre was hell-bent on the rush to the Côte d'Azur sunshine.

On the return journey, with more time on my hands, I left the motorways and turned on to the by-ways. I drove straight through the Massif Central, which was deserted, and a real challenge. Having had a misfire cured by a mechanic in a one-horse town heaven knows where (10F for an hour's work) I was able to enjoy the Citroën to the full. Hairpin followed corner up and down the mountain-side as the big car was easily dragged round corners by its front-wheel drive. When darkness came I discovered that those swivelling headlights were no gimmick, lighting up the road round the corner in a safe and reassuring manner.

The ride of a Citroën is without equal. The swivelling headlights are no gimmick (below).



The biggest drawback to that type of driving was the engine's lack of torque and the column-mounted gear change. The 2175 cc four-cylinder engine produced plenty of power (139 bhp) but was obviously lacking in reserves of torque, something which the latest DS23 (162282) has apparently gone some way to curing. I am not greatly enamoured by column changes, and the five-speed Citroën job was no exception. It did the job, of course, but seemed remote and inefficient.

This, perhaps, was a surprise, for whatever Citroëns are, they are not lacking in technical ingenuity. The lights, the wind-cheating body and the incredible hydro-pneumatic suspension were obvious examples on the DS21, and that gearchange seemed an anachronism.

The ride of a Citroën is, in my experience without equal. I was very impressed by the little GS I drove at Silverstone, perhaps more so than with the big model, but that combination of independent suspension and soft Jersey nylon seats ensured that I was never tired or uncomfortable. They were, if you'll pardon the cliché, like armchairs. On the motorway, for instance, it was easily able to maintain 110 mph for hours on end. Sitting there, eyes on the road and mirror, hands on the famous single-spoke wheel, it was real magic carpet stuff, consuming petrol at around 22 mpg.

I now understand what a French friend, owner of a rather tatty Peugeot, meant when he talked about the car to which he aspired. The Citroën, he said, was 'first quality'.

Richard Feast



# Autosport's Guide to Citroën

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# The Wartburg Knight Mark 4 — a low cost maintenance free car

The Wartburg Knight is hardly a typical car to appear in *AUTOSPORT*, being dismissed by many as cheap and nasty. However, after sampling one my opinion, in the main, has changed. Remember the last RAC Rally? The one we won so to speak; a team of four of these unusual East German cars entered, as they do every year without fail, although this time things went badly with one car written-off before reaching the start—let alone Britain—and there were no class wins to take back home.

The Wartburgs and their crews are well respected here among rally people. Although the cars are slow by today's standards their drivers try with determination and are more at home as conditions worsen, as on previous RAC rallies. Also, they have a fine reputation as sportsmen and will pull over without fail if caught on a stage. The best result for Wartburg was 7th overall on the 1968 rally when most works teams were busy with the London to Sydney Marathon.

Each year the cars look the same but since 1967, when the two stroke Knight was first introduced (model 353 elsewhere) there have been four updates and the latest Mk 4 cars are very much improved over earlier examples. The car sampled was completely group one, or in other words a standard Knight saloon from the importers press fleet with just 800 miles on the clock when collected. Looking around

the car there are many impressive features. Ground clearance is of Land-Rover proportions and the suspension components are similarly sized to cope with the rough potholed roads and tracks of the rural parts of its native country. With a completely separate chassis the body takes very little stress—front, back and all wing panels are simply bolted in place. For this country there is a long, slightly flexible, gearlever sprouting from the flat floor well. Standard fitting in other countries is a very precise four speed column change. One fault discovered with the British floor change is of the exposed linkage under the car. After a long top gear run in snow and mud conditions it lodged very firmly in top gear and grunted and squeaked on 1st had been operated enough times to clear things.

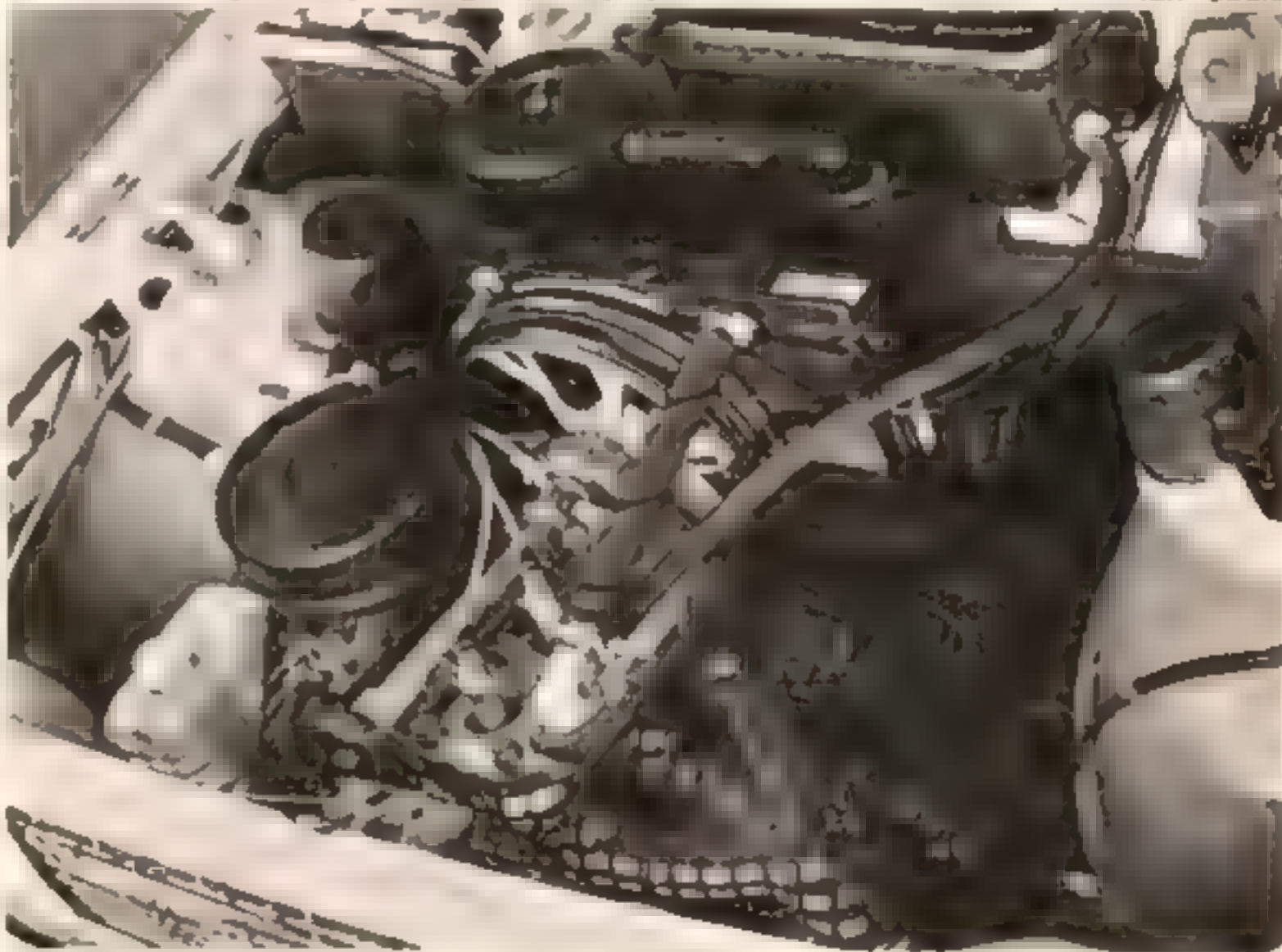
On the road the Wartburg, in quite standard form, feels as if it could take the punishment of the RAC for life without ill effects. Fifty five bhp and 72 ft lbs torque is not much to play with but quite enough to keep the Knight at traffic speeds. Revs must be kept up for any performance and a blast of third is sometimes required to keep it moving up steeper main road hills. Motorway cruising started off at a little over 60 mph though after another 800 miles were clocked up it would hum along quite happily at 75 mph. Braking, with large self adjusting drums all round, never felt very powerful by modern disc standards yet always managed to stop

the car tolerably well.

Handling and road-holding are two very different things with the Wartburg. A totally unskilled driver could, in appropriate circumstances, either understeer through the proverbial hedge or go the same way, backwards. Philosophically, he is likely to manage that just as easily in a fail-safe handling car anyway. As for road-holding the Wartburg is quite surprising and great fun, best of all on twisty back doubles. In many respects it is like driving a Mini in slow motion and with exaggerated movements. With the very necessary free wheel (petrol lubrication), the Wartburg sails towards a corner at undiminished speed. A quick flick is often all that is needed to set the car up and shutting off power will get it into a position to go round almost anything. After a little time with the car on these roads it becomes very easy to set the car up for certain course corrections or get corners on the brakes as the rears always lock first, providing the weight is off the back for a moment.

There are one or two privately rallied Wartburgs in the country though after trying the car, there should be many more. The Knight would make an ideal low cost (£745) maintenance free car. Good for any amount of rough and tumble and providing the driver's only wish is to finish his events, it is recommended.

Ian Sadler



Everything appears to be back to front under the bonnet

The Wartburg can be great fun. In many respects it is like driving a Mini in slow motion and with exaggerated movements.





# Autosport's Guide to Wartburg

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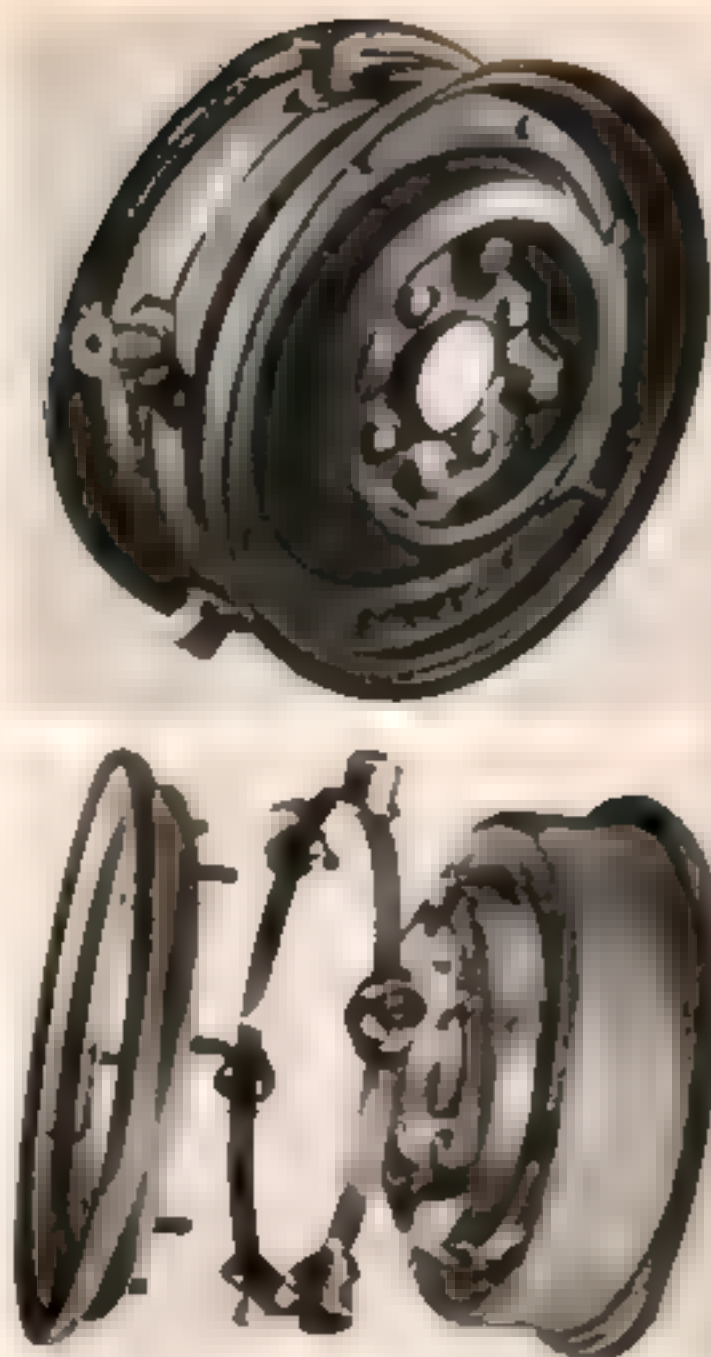
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# Dunlop Total Mobility

Dunlop's new tyre can quite rightly be called a radical invention for it is not just a tyre but a whole new system—wheel as well. The Total Mobility project brings a greater degree of safety to motoring and greater convenience to the majority of private car drivers, and convenience too for the manufacturers—no spare being necessary to take up valuable boot space or inhibit styling.

The prototype production version of the TM wheel retains the vital profile of the rim (narrower than normal to keep the deflated wide-section tyre on the rim when deflated) of the experimental TM wheels but it is now divided into two pieces and is held together by eight studs and nuts. The faces seal fully when bolted together to form the complete wheel, so the tyre is tubeless. As the wheel is bolted together a flexible steel band is slotted into a recess in one half of the wheel. Six little containers fitted symmetrically around this band automatically release the special lubricant when hard contact is made. If you have a slow puncture—it is just a normal slow but if the tyre blows suddenly the lubricant is released which allows the tyre to ride safely on the rim, aquaplaning from within. The lubricant prevents any damage to the tyre through heat build up and also re-inflates the tyre to 3 or 4 lbs pressure. There is no sudden drag of the punctured tyre so control is maintained.



Driving on TM tyres will have two advantages. First and foremost is peace of mind to the driver. Secondly, when a puncture occurs you just keep on driving—no messy wheel changing. Drive to a tyre depot or garage and have the tyre repaired, new lubricant containers fitted to the internal band and all is done—it is a fully operational Total Mobility tyre again.

The tyre has been designed with the American market very much in mind, the drivers over there being even less inclined to change a wheel than ourselves, especially with full-size American domestic cars, as changing a wheel must be a very strenuous operation. There is, as you have probably worked out, a disadvantage, though it is easily overcome. If you drive long distances especially through remote areas, there may be no garage to drive to. Also if, for instance, you are travelling to, say, an important race meeting and you experience a puncture then the TM system will cost you about 30 minutes at a garage plus your travelling to and from. Changing a conventional wheel would only add about five minutes to the journey time. To overcome this, simply hire a spare (there will be provision made at all Dunlop-owned tyre "service" bays) and change it in the normal way. If you are always using your car to a tight schedule then buy a spare and you still have the safety benefit of TM.

Remember Total Mobility is designed for the majority of road users—motorists who never read one motoring magazine from one year to the next and would make a painful sight to watch struggling with a flat tyre. This is where Dunlop's system will score. It will provide safer motoring to all its users and when a puncture occurs a lot of people will bless that tyre.

Ian Sadler

Now the Racing Car Show is over. Attendances were up, a good sign to counter the doomsday and doom prophesied. Should the show be representative of all popular forms of motor sport? Perhaps it should. Like the Jackie Stewart Speed Show held in Glasgow last year, show the public all the most exciting cars and ideas of the sport and not just concentrate on motor racing circuit cars. We the show did have more than that. You could see a very dead and tame looking dragster and the Castro Cinema showed club sport admirably with their "Take Seven" film, a film which requires more than one viewing to enjoy all its aspects.

What of motor racing's arch rival—rallying? After all, 1972 was a vintage year for this increasingly more popular sport. There were a few cars on display, nothing like a representative cross-section though there was a nice contrast between Roger Clark's 2-litre BDA Escort RS 1600 and a group one Moskvich. Wildbeast Rallying exhibited a package

Rally parts for the Avenger



## Rallying at the show — rally aspects of the Racing Car Show

deal rally Moskvich—£1900 complete with laminated screen, knobby tyres, fire guard, roll cage, sump shield etc. Their appearance at the show was a deliberate move to shake off the working man's car image.

Chrysler celebrated their re-entry into a five motor sport participation with a stand featuring a rally Imp and an Avenger Tiger. As on view were purpose built rally parts for both models. Moving from the gallery to the main hall Dealer Team Vauxhall were well represented with a very tidy Viva rally car,

he car exhibited to go round at the sun porting dealers and although it will drive it is strictly for looking at.

At Ford's stand there was, of course, the RAC Rally winning car on display along with a vintage prepared Mexico which appeared most appropriate as it turned out to be the first of the Viking Hotel Ford's York rally headquarters last December. A colour film of Mr Clark's victorious drive ran almost continually to large crowds even though by far the most impressive shots on celluloid were of the rasping Datsun 240Zs.

Haken Lindberg's Acropolis winning Fiat 124 Spider could be viewed on the Weber stand, though after reading the small information disc on the windscreen there was nothing more to hold interest. On the penultimate day of the show I noticed for the first time Harold Mayles' CVM winning Escort BDA parked fortuitously in a quiet corner close to a sketchy 'for sale' notice. Scotch taped to the windscreen. Next show may there be more and better displays of rally cars please?

Ian Sadler

The gleaming DTV rally-prepared Viva would boost any showroom display



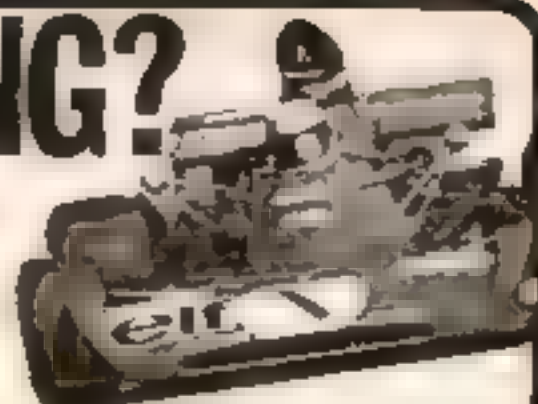


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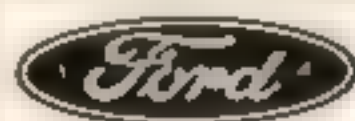
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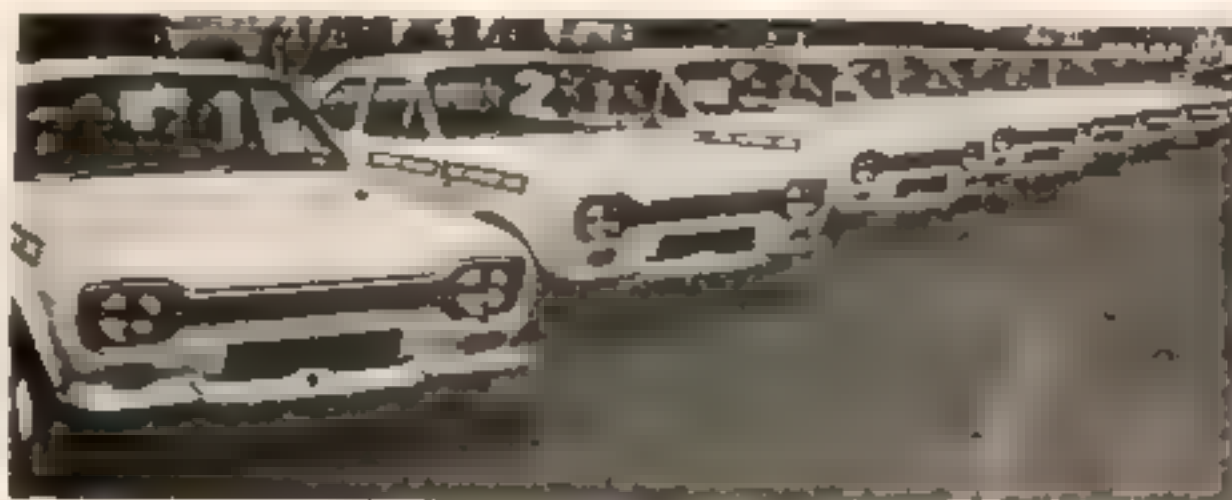
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### Rallye Sport Centre





# CLUB NEWS



## European Rallycross series announced

WD&HO Wills and the Thames Estuary AC announced details of the Embassy European Rallycross Championship at Lydden on Sunday. It will carry the richest rallycross prize fund ever with a total prize fund of £5200. Each of the six heats will carry £500 prize money while £2,200 will be at stake for the final round which will take place at Lydden in November. The Embassy European Champion will receive £750 and the Embassy Trophy, while prize money goes right down to £50 for eighth place. £100 and a trophy goes to the winner of each event with 10th place getting £5 and £25 going to the driver with the fastest aggregate. Drivers will count their best four results out of the first six rounds, while in the seventh and final round double points will be awarded and these will be added to the drivers best four results. Points will be awarded on a basis of 16 for first place down to 1 point for 15th place.

Six countries will take part in the championship five of these being in the Common Market and every round will be televised, the Lydden event by the BBC which is the first time they have televised rallycross for a couple of years. It is hoped that the final round will be shown throughout Europe via Eurovision. Already several of the top rally drivers have shown particular interest in the series.

Details of the seven events are as follows: May 13, Tulln, near Vienna, Austria; May 20, Buxtehude, near Hamburg, Germany; June 17, Opgrimbie, near Genk, Belgium; August 5, Le Touquet, France; September 2, Valkenswaard, near Eindhoven, Holland; September 22, Lydden, UK. The top 48 drivers will go into the final which is at Lydden on November 3.

### LYDDEN

## Stabler's narrow win

Brian Stabler confirmed his form in the December Rallycross by taking top honours in the fourth and penultimate round of the TEAC-organised WD&HO Wills Embassy Rallycross at Lydden on Sunday. In front of a large crowd, Stabler, who was only taking part in his third rallycross, beat Peter Vaughan by a mere 0.4 s. In fact so close were the times that the fastest 10 were only covered by 3.2 s.

Mick Bird gave everyone something to go for

by stopping the watches at 3 m 46 s, his indecently quick 970 Cooper S being over 7 s quicker than David Potter's more conventional 1275 model. Eric Nosek led the second group initially in his Clubman but was demoted a place by Tim Reynolds' Cooper S. Nosek spinning at Pits while challenging for the lead, the leading S being 8.2 s slower than Bird. Championship leader Don Gilham brought his 1650 Mini twin-cam to the line but he only lasted a lap before being taken

off by John Welch's spinning Escort. Welch himself retired on the last lap while Trevor Hopkins' ex-World Cup pushrod engined Escort kept Graham Allen's Cooper S at bay with a lot of tail wagging although they failed to break 4 m.

Brian Stabler's Lex Motor Co, Chelmsford Mini was easily leading Keith Ripp's Ripspeed Mini in the next heat until he spun on the chalk on the last lap, Ripp therefore being lucky to win in 3 m 50 s, 4 s slower than Bird's smaller engined car. Stabler recovered to finish 5.2 s behind Ripp although both Nick Jesty's Wessex Racing Developments Mini and Brian Street's re-bodied Mini finished ahead of him. A very fiery drive in the Richard Longman entered Cooper S, in which he very nearly collected the Elbow marshals' post, gave surprise Croft victor Peter Vaughan victory in the second group in 3 m 45.8 s which was to remain fastest of the first runs. John Smith's Imp took over 4 m winning the next run although both he and Derek O'dham's Swiftone Mini were delayed at Pits by a spinning John Lancaster (Mini), while Peter Bullock's Cooper S took even longer to head home the second group.

Ron Douglas was the fastest non BL and he got everything sorted out beautifully to equal Bird's second fastest time, his Ford Escort-BDA never missing a beat. Bill Airey's Mini Cooper moved into fourth place by recording a time 3 s slower than the Escort. The second group included Rod Chapman's Stormont 4wd Ford Capri V6 although he also had an Escort BDA at his disposal just in case. This was likely to be Chapman's last appearance in the Capri as Fords have supplied him with a 2-litre alloy-BDA Escort to play with in future events. Starting 5 s behind the rest, the Capri took the lead at the bottom of the meadow at the start of the last lap to win with 3 m 51.8 s, 1.4 s quicker than Tom Airey. Hugh Wheldon retired his Mini when it went on to three cylinders. Brian Kippax won the next heat with his Cooper S in over 4 m, while of the three car second group only John Aitkenhead's 1600 Beetle finished, celebrating by spinning past the chequered flag. Pauline Nosek blew off two men and another girl on the next run, and in winning the second group Richard Moore's Cooper S just failed to finish in the top 10 at the end of the first runs.

The first of the second timed runs was stopped when Eric Nosek's Clubman glanced the solid startline marshals' post, and demolished itself in a series of rolls, Nosek being taken to hospital for X-rays. Stabler came out again in the next run and this time he made no mistakes although he was just 0.2 s short of Vaughan's best of 45.8 s. Ray Houghton's Ripspeed Mini which was seventh quickest after his first run in which he finished third to Vaughan and Gary Street (3 m 47.2 s), finished second to the Lex Mini, improving by a couple of seconds, while Potter equalled his first run time. Vaughan again led the second group although

Move over! Ray Houghton pushes out Tom Airey while Don Gilham accelerates towards the Hairpin.

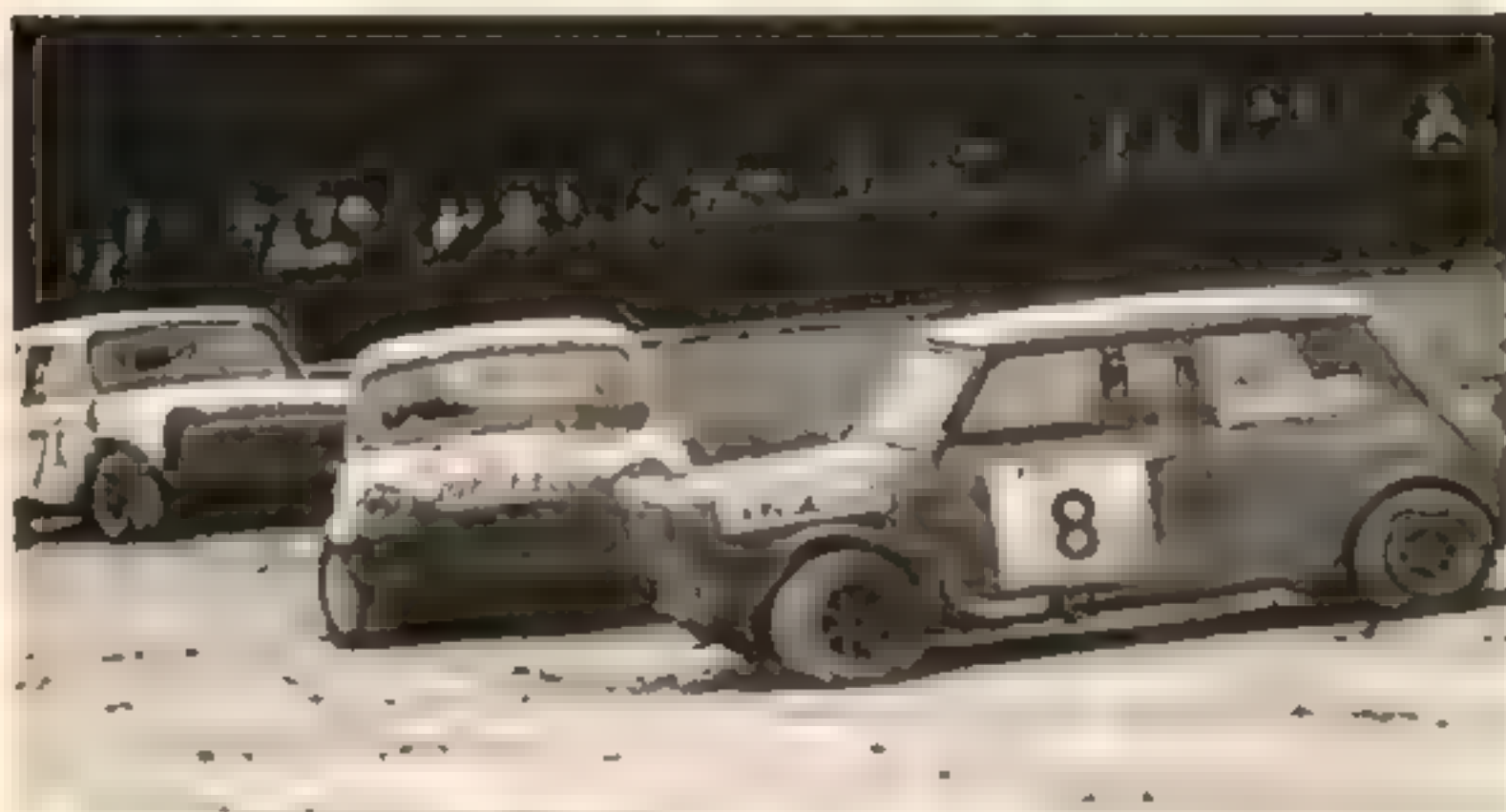




## LYDDEN'S MUDDY MINI HAPPENINGS



**Erik Noosh's battered Mini after his unfortunate shunt.**



Keith Ripp is about to collect Gilham's abandoned Mini, as Mick Bird (76) escapes through (above). Len Payne repairs damage to his Mini after a practice incident (below)



this time he was 1.4 s slower than his previous best, Jesty finishing 3.8 s in arrears. Gary Street sliced 0.8 s off his previous run of 3 m 48.0 s in winning the next heat from a slightly off form Ripp who was still only 1.2 s slower. Glyn Swift celebrated his return to rallycross with a swift 3 m 53.0 s in his self tuned Mini. Chapman had an unhappy time in the second group half spinning at the Elbow on the first and second laps, finally stopping with a dead engine at the hairpin. Gilham was now in the reckoning with a 3 m 46.6 s although he was pushed by Bird who in the end was a couple of seconds adrift.

Richard Moore did a 48 s to win from Bill Asrey, while in the second group Douglas was delayed a little when Kippax contrived to spin in front of the Escort at the chicane, the Escorteer stopping the watches at 3 m 49.4 s. Derek Oldham was lucky to win the next run after John Smith withdrew his Imp while leading, and both he and the winner of the second group Bullock scored times well into 4 m. Bruce Bamber (Mini), Richard Lawrence (Mini) and Roger Burn's Imp collected top honours in the next three heats all well out of contention although Bamber was a second inside 4 m. The final run was a re-run for the Nocek group and Trevor Hopkins surprised a lot of people with a very competent 3 m 50 s, while Partington led the final group over the line.

There was plenty of daylight left when the third and final runs commenced, and after Bernard Rodemark's Windmill Hill Garage Mini went straight on at the hairpin on lap 1, Reynolds, Swift and Welch collided at Pitts after the latter had spun. Only Swift and Rodemark completed the run although by now well out of the running. The next two groups were the best runs of the day, Gary Street led for most of the way with Gilham, Houghton and Tom Airey in close attendance. However on the last lap Gilham's twin cam developed a misfire and this caused him to clip the inside bank at Pitts which spun him in to the middle of the track. Airey avoided the situation but Houghton couldn't and so with two stationary cars in the middle of Pitts. Ripp, who was leading the second, was confronted with two cars and a lot of marshals and the result was another retirement with slightly bent suspension. Out of all this Gilham's only time recorded gave him fifth place and an increased lead in the Embassy championship, while Ripp just scraped in to 10th place. Gary Street was fortunate to be leading when the Gilham drama happened although he didn't improve on his second run time and therefore finished sixth. Tom Airey found a way through the mêlée and he improved considerably on this run, although he didn't make the top 10. Street finished sixth in the final standings. Bird also got through unscathed his rapid first run giving him third place. Douglas had a great dice with Jesty holding him off by 0.4 s, Jesty's 3 m 47.4 s putting him in seventh place behind Street, while Douglas, by virtue of his quick first run finished equal third with Bird. Chapman finished in a big way by nudging the bank at the Elbow on his slowing down lap. Slabier showed Wheldon who was master by leading all the way and his impressive 3 m 45.2 s put him at the top of the table, the ex champion finishing 2.4 s behind although this was good enough eighth place. Moore finished behind Wheldon both on his third run and overall. Vaughan appeared for the last run but he was put in the second group so had to weave through some slower cars. As expected he didn't improve and therefore couldn't repeat his recent Croft victory although he must have been pretty happy with second place.

PAUL KING

**WDEMO Willie Embassy Hallycross Championship**, round  
4 B Soper 3 Swire M n 3 m 45 s 2 P  
Vaughan 4 C Cooper 5 m 45 b 3 R Douy 2  
A D Ford Emsay B/A and M B d f C Men 3 m  
46 G 7 D G am 14 b M t c 3 m 45 s 3 m  
G 5 set 13 N n 3 m 47 2 1 7 10 Jerry 13  
M n 3 m 4 4 2 B H Whelden 13 C Cooper 5  
3 m 47 s 4 A W n e 13 Cooper 5 3 m 48 D 1  
1 k R n 13 H speed M 7 3 m 49 4 s Fastest  
approx 1 Vaughan 11 m 20 s 2 Douglas 11 m  
22 4

**WDEMO Willie Embassy Hallycross Championship** post-  
toms after 4 rounds 1 D r G nam 3 2 Kech  
R u 4 3 Tom A rey 1 4 Mign Vened n 1 5,  
R d Chapman Ron Dougas and B an Staber 16 B,  
Richard Moore 15 9. Nik Jesty 14 10. John Tay o



# Newton Wright claims foggy Texaco Rally

The Service Garage (Barnsley) G1 Mexico of Newton Wright/Chris Gray scored a long overdue win on the Lindholme MG's Texaco Danum Rally on January 6/7. Fog prevailed throughout, but Lloyd Davies and Jim Mills provided the 76 competitors with a brisk, well presented event. First away from the Dunaville start were Dan Barratt Brown Pete Halkyard in the Tate of Leeds Escort (the ex-Malkin Mexico), followed by Chris Lord/Dave Whitley (Service Garage Mexico) and Martin Barker/Phil Atkinson (Mexico). The varied entry included BMW, Datsun, Porsche, and Steyr-Puch. Early section on 103 saw Barker in a ditch, and several novices having foggy excursions. One-Eleven MC were having a bad time with Derek Butts' Imp diff. David Marriss tree-felling, and Mick Curry Ian Humphray (Cortina TC) losing the electric. Derek Haynes (Seacroft BMW1602) was finding LHD confusing at controls although navigator Morris Tate was feeling queasy. A relaxed section allowed petrol to be taken at Barnsdale, after tight stuff around Sykehouse and Smeaton. Wright and Clive Rowley/Jim Burton (Cortina TC) were both claiming good times. Selective 1 was a quickie over Hampole where Jeff Southall and wife (Mk 1 Lotus) with 21.4 s, showed the way to Wright and David Carbert/John Heslop (Volvo

123GT), both with 22.2 s. Navigation was not easy, and Halkyard was seen lapping Mickie-bring, with several "experts" visiting the farm in Hooton Levit. The fog lifted slightly by halfway at Blyth Top, where Granville Storey/Tom Watson (Vitesse) were having a good run, but Wright and Southall were disputing the lead. The route switched to 104, climaxing in a long selective over the rough yellows above Everton. Southall (36.0 s) again led from Peter Warnes/Neil Turvey (41.8 s) and the third Barnsley Mexico of Martin Burgess/Tim Cork (42.0 s). Lord removed the exhaust and lost a good place with a noise fail. Although results were not expected at the Blyth finish, it takes little effort to give check sheets, but none were forthcoming. However, the Danum provided good sport on the less than ideal 103, and next year's event is worth upgrading. The novices had a trying time in muck, but Mrs P. Fisher/Dave Crawley (1300GT) triumphed over John Pape/Simon Cork (850 Mini).

TIM CORK

1. N. Wright/C. Gray (1.6 Mexico) 514.0 2. J. Southall/J. S. Hall (1.6 Lotus) 517.4 3. D. Carbert/J. Heslop (1.8 Volvo GT) 524.8 4. G. Butts (1.6 Imp) 525.0 5. M. Curry/I. Humphray (1.6 Cortina TC) 525.0 6. P. Halkyard (1.6 Escort) 526.4 7. M. Burgess/T. Cork (1.6 Mexico) 527.4 8. C. Rowley/J. Burton (1.6 Cortina TC) 544.8 9. D. Watson/J. Tate (1.6 Lotus) 545.8 10. G. Storey/T. Watson (1.6 Vitesse) 545.8 11. M. Barker/P. Fisher (1.6 Austin GT)

## Pylon bashing

But for clobbering a pylon with his Alfa Romeo 2000 on the fourth of the eight tests, saloon car racing driver John Handley would have won the Red Horse Rally of the Tests in and around Worcestershire on January 7, organised by the Midland Centre of the MG C.C.

Handley had to be content with third overall and third in class in consequence of his error, victory going to autotest expert Dick Squire in his Simca with 246.3 s penalties. Second overall was Garth Weaver in his Mexico on 250.7 s while Handley's total was 253.5 s.

In the combined classes 1 and 2 on the event which had tests in a sand quarry, on shale as well as tarmac, Clifford Payne brought his MGB home to an easy win in 255.6 s, ahead of Robert Hodgkinson's Midget Ernie Foster (Midget), took the other sports car class in 264.1 s, a mere 0.7 s quicker than John Jenkins in his Sprite.

Award for the best performance by an MG "T" Type went to the TA model of Dave Clewley on 269 s, who had driven up from the Exeter Trial the previous day where he had collected a first class award. Best of the "A" Types was Pete Cresswell who had a total time of 272.9 s.

● Ken Leece/Mike Castle (Ford Escort RS1600) won Manx Auto Sport's Midnight Rally in the Isle of Man on the weekend January 6/7, which was the opening round of the 1973 series. They lost 507 marks. In second place were the 1971 champions, Chris Kennaugh/John Dodsworth (1.6 Ford Anglia GT) on 530 s, with Ian Corkill/Martin Wasley (1.6 Ford Escort TC) on 540 s. However, at the time of writing a protest had been lodged concerning a closed gate on the Glen Rushen selective, which could reverse second and third positions.

1. W. Leece/M. Castle (1.6 Ford Escort RS) 530.7 2. C. Kennaugh/J. Dodsworth (1.6 Ford Anglia GT) 530.0 3. I. Corkill/M. Wasley (1.6 Ford Escort TC) 540.0 4. E. O. L. Ch. (susp.) 540.0 5. P. Halkyard (1.6 Escort) 540.0 6. W. Me. R. Davis (1.6 Mk. Ford) 540.0 7. F. T. W. Me. R. Davis (1.6 Mk. Ford) 540.0 8. F. T. W. Me. R. Davis (1.6 Mk. Ford) 540.0 9. F. T. W. Me. R. Davis (1.6 Mk. Ford) 540.0 10. F. T. W. Me. R. Davis (1.6 Mk. Ford) 540.0

## Surprise win

Surprise winners of the Snowplough Rally the first round of the Northern Ireland Rally Championship on January 5, were the semi-expert crew of Irvine Tannahill and V. Armstrong who brought their Cooper S home to a convincing 4 m win in a tough event in which only a third of the 65 crews managed to finish the 200 mile event which included seven selectives. Tannahill/Armstrong became the first non-expert crew to win the event, run for the third year by the Coleraine & District MC.

The restricted event, which started in Coleraine and finished in Aghadowey, attracted some 75 entries but only 65 crews started. It was soon discovered that it was going to be a fast event though some fog was experienced in the latter half of the night causing several crews to have problems.

At the halfway stage Gerry Campbell/David Smyth (Cooper S) were leading but they dropped out in the second half with mechanical problems. Tannahill had been impressive with some fast times on the selectives and he completed the event with the loss of 41 m 35 s, a clear 4 m ahead of Leslie White/Drew Todd (Escort TC), who were one of only four expert crews to finish.

Third overall came another Cooper S in the hands of Sammy Kyle/Tommy Speers, who dropped 49 m 34 s while fourth spot was clinched by David Agnew/Robert Harkness (VW), on 52 m 47 s. Completing the leaderboard were two more semi-experts in the form of Jack Adams/Roy Sloan (Escort 1600), who dropped 53 m 49 s, with Dessie Nutt/John White (Cooper S), sixth on 84 m 16 s.

In the novice class the winners were D. Boyd/F. McKelvey in their Cooper S on 319 m 31 s with Sidney Harkness/Alan Hill (Minor 1000), second on 336 m 53 s. The event was the first round of the John Pringle Group 1 NI Rally Championship and the winners were Agnew/Harkness who were the only Group 1 crew to complete the route.

● Guildford MC's Printemps Rally—due to take place on January 6/7 was cancelled because of lack of entries. The club are re-arranging the event some time in April.

## Famed car wins

Using a Mk 1 Cortina which in earlier days did the London-Sydney and World Cup rallies, Tony Bliss and Ted Beane won the Clubmans Rally organised by Craven MC as a restricted event last Saturday night. Bliss and Beane won the event with the aid of V6 power with the loss of 23 m 12 s, beating the half time leaders Ian and Tony Pettie (Cooper S), by 2 m 3 s.

With an entry of 82 for their 180 miles event on O S 144, 157 and 158, the organisers arranged 21 controls and four selectives covering a total of 34 miles. The Petties, ASCMC champions in '71 and '72, were well in control at the petrol halt but Bliss and Beane piled on the pressure in the second half on countryside well known to them to gain a merited victory, this being only the second restricted event for Bliss.

Third overall were Alan Warner and Barry Cooper (Mexico), on 30 m 22 s, fourth were Alan Abrams John Jones (Mexico), 38 m 46 s, fifth were Gordon Dixon Peter Youens (Marina TC), on 41 m 28 s and sixth and winners of the semi-experts class were Mick Wade and Rick Smith (Cooper), on 46 m 4 s. The novice class went to Barry and Jeff Goulden (RS1600), on 61 m 47 s who finished 15th overall.

## Hemmings' Midwinter

Alan Hemmings and Stuart Gray won the Mid Thames CC's Midwinter Rally over a 200 miles route on O S Maps 167, 178 and 179 last week end, finishing some 5 m ahead of an entry of 50 crews of whom about 25 returned to the finish.

Hemmings and Gray, in their Escort TC, dropped 28 m 43 s and were fastest on two of the four selectives, top dogs on the other two being the second placed crew of Roger Mallett and Tom Bigwood in their Lotus Cortina who dropped 34 m 50 s.

Causing surprise and no little embarrassment were the third placed crew of Miss Anne Good and Mrs Anna Pickering who brought their Mexico home with 1 f and 54 m 57 s penalties. The girls dropped their fail for missing a passage control on one of the selectives and this was probably the cause of their additional time faults as, according to reports, they were going very well throughout the night.

The leaderboard was completed by I. Richardson/C. Clutton (Cooper), who were fourth with 2 f, 41 m 50 s, fifth were G. Taylor/G. Smith (RS1600), 2 f, 47 m 56 s and sixth were Les Pickering David Crosby (Hunter), on 2 f, 55 m 49 s. The semi-experts class went to Bernard Fisher/Alan Woodbridge (Escort TC), who had 2 f, 57 m 25 s.

## Tricky conditions

Fog, ice and snow in the latter stages made conditions difficult for competitors in the Vagabond MC's Winter Rally last weekend and there were many dented cars at the end of the 100 mile route laid on by the club for their closed event.

Overcoming the conditions well, outright victory went to John Sadler and John Haslam in their Mexico, last year's club champions, who dropped 22 m 15 s to win by 45 s from Roger Baxter and Mick Shepherd in their Cooper.

The event started at the Hanging Bridge garage and wound its way round O S 111 and 120 before ending at the Mecca service area on the M1. Fifty controls and one five minute selective were the ingredients of an event in which only the first two crews completed the course without incurring a fall.

The next four places went to Mick Fletcher/Bruce Cosway (Escort GT), 1 f, 15m 9 s, Vernon North/John Chadwick (Mexico), 1 f, 17 m 2 s, Peter Doughty/Richard Chelmerdine (Cooper S), 1 f, 18 m 52 s, Malcolm Cain/Ian Kesterton (Escort), 1 f, 22 m 55 s.

The novice class was won by Mick Wilson/Martin Rayns (Escort GT), with 2 f, 42 m 55 s. They finished 11th overall.



## 42



## 43







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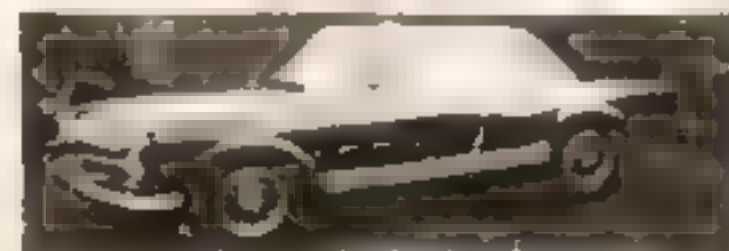
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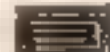
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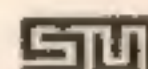
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Name .....

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Cheque/PO value ..... enclosed.

Classification heading

(make of car, etc.)

					1.20
					1.50
					1.80
					2.10
					2.40
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